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October 22, 2004

BY HAND DELIVERY

Victoria J. Rutson
Section of Environmental Analysis
Surface Transportation Board
1925 K Street NW
Washington, D.C. 20423-0001

ENTERED
Office of Proceedings

OCT 25 2004

Part of
Public Record

Re: Docket No. AB-512X, *Sierra Pacific Industries – Abandonment Exemption –
In Amador County, CA, and*
Docket No. AB-880X, *SierraPine – Discontinuance Exemption – In
Amador County, CA* > 212322

Dear Ms. Rutson:

Enclosed for filing on behalf of petitioners Sierra Pacific Industries and SierraPine in the above-referenced cases are the original and 10 copies of petitioners' Combined Environmental Report and Historical Report, pursuant to 49 C.F.R. §§1105.7 and 1105.8.

SPI and SierraPine anticipate filing their petition for exemption in these cases on or after November 12, 2004.

Please contact us if you have any questions.

Sincerely,

Richard A. Allen
Scott M. Zimmerman

Attorneys for SPI and SierraPine

Enclosure

ZUCKERT SCOUTT & RASENBERGER, L.L.P.

October 22, 2004

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cc (w/enc.):

Amador County Historical Society
12200-A Airport Road
Jackson, CA 95642

Amador County Archives
500 Argonaut Lane
Jackson, CA 95642

Board of Supervisors of Amador
County
500 Argonaut Lane
Jackson, CA 95642

California Environmental Protection
Agency
P. O. Box 2815
Sacramento, CA 95812

California State Park & Recreation
Commission
P. O. Box 942896
Sacramento, CA 94296-0001

California Coastal Commission
Suite 200
45 Fremont Street
San Francisco, CA 94105-2219

California State Office
USDA Natural Resource
Conservation Service
Room 4164
430 G Street
Davis, CA 95616-4164

Office of Historic Preservation
Department of Parks and Recreation
P. O. Box 942896
Sacramento, CA 94296-0001

Chief Projects Analyst
Office of Planning and Research
P. O. Box 3044
Sacramento, CA 95812

U.S. Army Corps of Engineers
Regulatory Branch
Room 1480
1325 J Street
Sacramento, CA 95814

U. S. Environmental Protection
Agency
Region 9
75 Hawthorne Street
San Francisco, CA 94105

U. S. Fish and Wildlife Service
Region 1
Eastside Federal Complex
911 NE 11th Avenue
Portland, OR 97232-4181

U. S. National Park Service
Pacific West Region
One Jackson Center
1111 Jackson Street, Suite 700
Oakland, CA 94607

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National Oceanic & Atmospheric
Administration
National Geodetic Survey
1315 East-West Highway
Silver Spring, MD 20910-3282

Amador County Planning Dept.
500 Argonaut Lane
Jackson, CA 95642

Before the
Surface Transportation Board



STB Docket No. AB-512X

712322

SIERRA PACIFIC INDUSTRIES—ABANDONMENT EXEMPTION—
IN AMADOR COUNTY, CA

STB Docket No. AB-880X

7212323

SIERRAPINE—DISCONTINUANCE EXEMPTION—
IN AMADOR COUNTY, CA

**COMBINED ENVIRONMENTAL REPORT
AND HISTORICAL REPORT**

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*Attorneys for Sierra Pacific Industries and
SierraPine*

October 22, 2004

Docket No. AB-512X

SIERRA PACIFIC INDUSTRIES—ABANDONMENT EXEMPTION—
IN AMADOR COUNTY, CA



Docket No. AB-880X

SIERRAPINE—DISCONTINUANCE EXEMPTION—
IN AMADOR COUNTY, CA

**COMBINED ENVIRONMENTAL REPORT
AND HISTORICAL REPORT**

Sierra Pacific Industries (“SPI”) and SierraPine, a California limited partnership, (together, “Petitioners”) hereby submit the following Environmental Report pursuant to 49 C.F.R. §1105.7 and Historical Report pursuant to 49 C.F.R. §1105.8.

ENVIRONMENTAL REPORT
(see 49 C.F.R. §1105.7(e))

(1) *Proposed action and alternatives.* Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

SPI proposes to abandon, and SierraPine proposes to discontinue operations over, a line of railroad approximately 12 miles in length located between milepost 0.0 at Ione, CA and milepost 12.0 at Martell, CA (“the Line”). The Line traverses U.S. Postal Service ZIP Codes 95640 and 95654 in Amador County, CA. The Line connects with a line of the Union Pacific Railroad Company (“UP”) at Ione and is stub-ended at Martell. Upon receiving the requested abandonment and discontinuance authority, SPI intends to remove all track, rail, cross ties and structures from the right-of-way.

Two shippers are located on the Line; one is SierraPine itself, which owns and operates a particleboard manufacturing facility (the “Ampine plant”) served via one branch of a “Y”-shaped spur that connects with the Line at milepost 11.6 near Martell; the other is Landmark Trim USA, a manufacturer of medium-density fiberboard, which is served via the other branch of the same spur at milepost 11.6. From the time SierraPine began operations over the Line in 1999 through its cessation of operations on June 3, 2004, approximately 90% of the carloads carried on the line consisted of outbound finished particleboard panels and shelving stock from SierraPine’s own Ampine plant. The remainder consisted of occasional inbound cars of particleboard destined for the Ampine plant or medium-density fiberboard destined for the Landmark Trim facility. Even while rail service was operational, however, the vast bulk of all inbound and outbound shipments to and from both the Ampine plant and the Landmark Trim facility moved by truck.

The last carload of traffic moved on the Line on June 3, 2004, and the Line was embargoed on July 7, 2004. Because the line has been out of service since June 3, 2004, the proposed abandonment and discontinuance will have no effect on carrier operations. The only alternative to abandonment and discontinuance would be to continue service on the Line, which is not feasible because the cost of repairing, maintaining and operating Line far exceed the revenue expected to be generated from continued operation of the Line.

Attached as Exhibit 1 is a U.S.G.S. map of the Line. Attached as Exhibit 2 is a State Board of Equalization map of the Line dated as of July, 1912, annotated to show the approximate locations of the SierraPine (Ampine) plant and the Landmark Trim facility.

Attached as Exhibit 3 is a map detailing the Martell end of the Line, dated Dec. 5, 1944, with hand-written annotations explaining the present-day status of the structures shown.

(2) *Transportation system.* Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

Due to safety concerns, SierraPine ceased operations over the Line as of June 3, 2004 and formally embargoed the Line on July 7, 2004. No traffic has moved over the Line since June 3, 2004. The proposed transaction, therefore, will have no effect on present regional or local transportation and patterns and will result in no diversion to other transportation systems or modes.

Even if calculated based on the level of rail traffic that existed before the carrier ceased operations several months ago, the amount of freight traffic diverted to motor carrier is modest. In 2003, the last full year of carrier operations, the railroad carried a total of 561 loaded cars, the equivalent, at 3 trucks per rail car, of approximately 4.6 trucks per day. As noted above in part (1), even while rail service was operational the vast bulk of both inbound and outbound shipments to and from the Ampine plant and the Landmark Trim plant moved by truck; the Ampine plant alone averaged some 2,100 trucks (inbound and outbound combined) per month, while the Landmark Trim plant added an unknown additional number. Additionally, the highways in the area are traveled by trucks serving a number of large retailers in the area such as Kmart, Wal-Mart and Safeway. Thus, the change in truck traffic levels resulting from the cessation of rail service is *de minimis* and has had no material effect on regional or local transportation systems and patterns.

(3) *Land use.* (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies. (ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land. (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by §1105.9. (iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 U.S.C. 10906 and explain why.

(i) Petitioners contacted the Board of Supervisors of Amador County by letter dated August 30, 2004, with a copy to the Amador County Planning Department. *See* Exhibit 4. The Board of Supervisors, in a letter response dated September 28, 2004, noted that “the existing master plan for Sierra Pacific’s Martell Business Park site assumes continued rail service operation as supported by the following statement, ‘The proposed project would also continue the use of the Amador Central railroad.’” Exhibit 4. The Board of Supervisors further states that “[t]he County is currently evaluating how the proposed abandonment might impact this master plan and ongoing redevelopment efforts.” *Id.*

A copy of this Report has been mailed to Board of Supervisors and the Amador County Planning Department for their review and comment.

(ii) Petitioners believe the proposed abandonment and discontinuance will have no effect on any prime agricultural land. Petitioners contacted the U.S.D.A. Natural Resource Conservation Service (NRCS) by letter dated August 30, 2004. To date, no response has been received. *See* Exhibit 5. A copy of this Report has been mailed to NRCS for its review and comment.

(iii) The Line is not located within a designated California coastal zone. Petitioners solicited comment from the California Coastal Commission by letter dated August 30, 2004. By e-mail dated September 2, 2004, the Commission responded that

the project will not affect land or water resources within the California Coastal Zone. *See* Exhibit 6. A copy of this Report has been mailed to the California Coastal Commission for its review and comment.

(iv) Petitioners believe that the right-of-way, or at least portions of it, may be suitable for some future public use such as for a recreational trail. The right-of-way traverses scenic foothills and rises some 1,200 feet along its 12-mile length as it snakes east from Lone to Martell.

(4) *Energy.* (i) Describe the effect of the proposed action on transportation of energy resources. (ii) Describe the effect of the proposed action on recyclable commodities. (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why. (iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) An average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given. To minimize the production of repetitive data, the information on overall energy efficiency in §1105.7(e)(4)(iii) need not be supplied if the more detailed information in §1105.7(e)(4)(iv) is required.

(i) The proposed action will have no effect on the transportation of energy resources.

(ii) The proposed action will have no effect on recyclable commodities.

(iii) The proposed action will have no effect on overall energy efficiency because it will make no change in carrier operations. No traffic has moved on the line since June 3, 2004.

(iv) Not applicable; the proposed action will cause no change in carrier operations. Even if calculated based on the level of rail traffic before the carrier ceased operations, the level of diversions from rail to motor carriage does not exceed the thresholds of subsection (iv): Since SierraPine began operating the 12-mile Line in 1999,

the highest annual level of usage was in 2003, when the Line carried 561 carloads of traffic, a density of 46.75 carloads per mile per year.

(5) *Air.* (i) If the proposed action will result in either: (A) An increase in rail traffic of at least 100 percent (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) An increase in rail yard activity of at least 100 percent (measured by carload activity), or (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S. C. 10901 (or 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in subsection (5)(i)(A) will apply. (ii) If the proposed action affects a class I or nonattainment area under the Clean Air Act, and will result in either: (A) An increase in rail traffic of at least 50 percent (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, (B) An increase in rail yard activity of at least 20 percent (measured by carload activity), or (C) An average increase in truck traffic of more than 10 percent of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S. C. 10901 (or 49 U.S.C. 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply. (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity; the frequency of service; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

(i) Not applicable; the proposed action will cause no change in carrier operations because the line has been out of service since June 3, 2004. Even if calculated based on the level of rail traffic before the carrier ceased operations, the level of the increase in truck traffic does not exceed the thresholds of subsection (i)(C).

(ii) Not applicable; the proposed action will cause no change in carrier operations because the line has been out of service since June 3, 2004. Even if calculated based on the level of rail traffic before the carrier ceased operations, the increase in truck traffic does not exceed the thresholds of subsection (ii)(C).

(iii) Not applicable.

(6) *Noise.* If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) An incremental increase in noise levels of three decibels Ldn or more; or (ii) An increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (*e.g.*, schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

Not applicable. Because no traffic has moved on the Line since June 3, 2004, the proposed action will not surpass any of the thresholds in item 5(i). Even if calculated based on the level of rail traffic before the carrier ceased operations, the level of the increase in truck traffic does not exceed the thresholds of subsection 5(i)(C).

(7) *Safety.* (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings). (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials. (iii) If there are any known hazardous waste sites or sites where there have been known hazardous materials spills on the right-of-way, identify the location of those sites and the types of hazardous materials involved.

(i) Because the proposed action will make no change in rail operations, it will have no effect on public health and safety.

(ii) Not applicable.

(iii) In 1997, in connection with its purchase (from Georgia Pacific) of the Line and the extensive mill property nearby, SPI engaged consultants to conduct an environmental investigation of the property. In addition to analysis related to the mill property (which is not relevant for purposes of this report), SPI's consultants investigated soil and water conditions near the combined machine shop/roundhouse at

the Martell end of the Line. (See Historical Report parts (1) and (3) for a further discussion of the machine shop/roundhouse). Attached as Exhibit 7 is a summary prepared by SPI's consultants describing their environmental activities pertaining to the area near the machine shop/roundhouse. In summary, the consultants' investigation indicated that "petroleum hydrocarbons, VOCs [volatile organic compounds] and PAHs [polycyclic aromatic hydrocarbons] are not present in soil and/or groundwater at concentrations that warrant further investigation or remedial action." Exhibit 7 at 3. Except as disclosed by the consultants' investigation, Petitioners are unaware of any hazardous waste sites or sites of hazardous waste spills on the right-of-way.

(8) *Biological resources.* (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects. (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

(i) Petitioners are not aware of any endangered or threatened species or critical habitat areas that would be affected by the proposed action. Petitioners contacted the U.S. Fish and Wildlife Service (FWS) by letter dated August 30, 2004. See Exhibit 8. To date, no response has been received. A copy of this Report has been mailed to FWS for its review and comment.

(ii) Petitioners are not aware of any wildlife sanctuaries or refuges, or any National or State parks or forests that would be affected by the proposed action. Petitioners contacted the National Park Service and the California State Park & Recreation Commission by letters dated August 30, 2004. See Exhibits 9 and 10. To date, no responses have been received. Copies of this Report have been mailed to the

National Park Service and the California State Park & Recreation Commission for their review and comment.

(9) *Water.* (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies. (ii) Based on consultation with the U.S. Army Corps of Engineers, state whether permits under section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects. (iii) State whether permits under section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U.S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required.)

(i) Petitioners have no reason to believe that the proposed action is not consistent with any applicable Federal, State or local water quality standards. Petitioners contacted the U.S. Environmental Protection Agency and the California Environmental Protection Agency by letters dated August 30, 2004. See Exhibits 11 and 12. To date, no response has been received from the California EPA. The U.S. EPA, by e-mail dated September 20, 2004, advised that the Clean Water Act may be implicated only insofar as there may be any "unmitigated spills or the presence of hazardous materials or other liquid storage containers such as fuels, solvents, oils, etc." Exhibit 11. There is one above-ground diesel fuel storage tank, with a capacity of approximately 4,000 gallons, adjacent to the roundhouse within a concrete containment bunker. The tank is empty. As noted in response 7.(iii) above, SPI's environmental consultants concluded, based on their soil and groundwater tests in the vicinity of the machine shop/roundhouse, that "petroleum hydrocarbons, VOCs, and PAHs are not present in soil and/or groundwater at concentrations that warrant further investigation or remedial action." Exhibit 7 at 3.

(ii) Petitioners contacted the U.S. EPA and the U.S. Army Corps of Engineers by letters dated August 30, 2004. See Exhibits 11 and 13. To date, no response has been received by the Corps of Engineers. The U.S. EPA, by e-mail dated September 20, 2004, advised that “any construction (or, in this case, deconstruction) involving earth-moving equipment and removal of the rail line” that results in “disturbing waterways or wetlands” would require a Section 404 permit. Exhibit 11. Petitioners are not aware that the proposed action would disturb any waterways or wetlands so as to require any Section 404 permits or that the proposed action would affect any 100-year flood plains.

(iii) The U.S. EPA’s e-mail response dated September 20, 2004 further advised that a Section 402 stormwater construction permit would likely be required for any “any construction (or, in this case, deconstruction) involving earth-moving equipment and removal of the rail line.” Exhibit 11.

Copies of this Report have been mailed to the U.S. EPA and the California EPA for their review and comment.

(10) *Proposed Mitigation.* Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Petitioners do not foresee any adverse environmental impacts and therefore do not believe any mitigation measures are required.

HISTORICAL REPORT

(see 49 C.F.R. 1105.8(d))

The information required by 49 C.F.R. §1105.7(e)(1) (“Proposed action and alternatives”) is found above at pp. 2-3.

(1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 year old or older and are part of the proposed action;

Attached as Exhibit 1 is a U.S.G.S. map of the Line. Attached as Exhibit 2 is a State Board of Equalization map of the Line dated as of July, 1912, annotated to show the approximate locations of the SierraPine (Ampine) plant and the Landmark Trim facility. Attached as Exhibit 3 is a map detailing the Martell end of the Line, dated Dec. 5, 1944, with hand-written annotations explaining the status of the structures shown as of the date of this Report. As indicated in Exhibit 3, Petitioners are aware of two structures on the right-of-way that are 50 years old or older: the combined purchase order office and freight shed, and the combined roundhouse and machine shop. These structures are described further in section (3) below. A third structure, a railroad bridge that crosses over State Route 88 at approximately milepost 3.5, is of unknown vintage but may be 50 years old or older.

(2) A written description of the right-of-way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristics of the surrounding area;

The Line’s route almost exclusively traverses grazing land as it makes its way between Ione and Martell, California. At the extreme west end, the route skirts the south

end of Ione. The east end of the route terminates in Martell, a small community located between Sutter Creek and Jackson, California.

Based on the 1912 State Board of Equalization map (Exhibit 2), the Line's right-of-way extends 50 feet in each direction from the center line of the track, for a total width of 100 feet along the entire length of the Line.

(3) Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area;

Petitioners are aware of two structures along the Line that are 50 years old or older. The first is the original purchase order office and freight shed, both built around 1905 – 1908. The dimensions of this combined building are approximately 30 feet by 185 feet. The second remaining building is the original machine shop and roundhouse. Both were probably built shortly after rail operation began around 1905. The original roundhouse was rebuilt in the mid- to late-1930's. The dimensions of this second combined building are approximately 50 feet by 65 feet (machine shop) and 60 feet by 65 feet (roundhouse). The purchase order office/freight shed is in dilapidated condition, has been open to the elements for a number of years, and is very likely not structurally sound; for those reasons, Petitioners intend to dismantle it upon receipt of abandonment and discontinuance authority. Petitioners also plan to dismantle the machine shop/roundhouse.

A bridge carries the Line over State Route 88 at approximately milepost 3.5. The bridge's construction date is unknown, but it may be 50 years old or older. Additionally, most of the rail on the Line is itself more than 50 years old; many segments of rail have headstamps dating from the 1880s and 1890s.

Exhibit 14 includes photographs showing the purchase order office/machine shed, the machine shop/roundhouse, the bridge, and the areas surrounding those structures.

(4) The date(s) of construction of the structure(s) and the date(s) and extent of any major alterations, to the extent such information is known;

See response to part (3) above.

(5) A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action;

The Amador Foothills Railroad began as the Ione and Eastern Railroad in 1906. Failing shortly after startup, it was taken over and renamed the Amador Central Railroad. Originally the railroad served to bring supplies and passengers to the small foothill communities of Sutter Creek, Amador City, and Jackson, and to haul gold-bearing ore and concentrates to smelters in Selby.

Early operations were not profitable and the owners sought abandonment in 1938. Abandonment authority was granted in November of 1938, but a group of local businessmen reorganized the line and the abandonment was never consummated.

Under the reorganization the railroad primarily served the firebrick yard in Ione and the new Amador Lumber Co. mill that had been built in Martell. The railroad continued to serve the needs of the mill under various owners and extensive expansions of mill operations. These culminated with the railroad serving the mill complex operated by American Forest Products and then by Georgia Pacific Corp.

In 1997 Georgia Pacific sold the mill complex, timberland holdings, and rail line to SPI. All mill operations except the particleboard plant were shut down. SPI sold the

particleboard plant to SierraPine, which continues to operate the plant (now known SierraPine's "Ampine Division" or the "Ampine plant") today.

With the mill closures in 1997, the Amador Central was mothballed. In late 1998 SPI leased the line to SierraPine, which began operating it as the Amador Foothills Railroad in the spring of 1999 to serve its Ampine plant. Service was discontinued on May 31, 2004 and the line was embargoed for safety reasons on July 7, 2004. Because the Line is not presently in service, the proposed abandonment and discontinuance would make no change to carrier operations.

(6) A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic;

Other than the maps attached as Exhibits 2 and 3 to this report, the only other relevant document of which Petitioners are aware is the Nov.-Dec. 1973 issue of "The Western Railroader," a copy of which is attached as Exhibit 15.

(7) An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 CFR 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities);

Based on information in their possession, Petitioners do not believe any site or structure on the property in question would meet the criteria for listing on the National Register of Historic Places. Petitioners are not aware of any registered or significant archeological site on, adjacent to, or within sight of any railroad properties. The 1912 map (Exhibit 2) indicates an early copper mine (the Newton Copper Mine and Mill) traversed by rail property approximately four miles east of Ione. Sparse ruins of this

facility are visible adjacent to State Highway 88 on the south side. A recent archeological survey conducted in conjunction with the development of an adjacent property along State Highway 49 revealed scattered surface finds consisting of chert flakes indicating Native American activities, but nothing more significant.

On August 30, 2004 Petitioners wrote to the California Office of Historical Preservation (OHP) and the Amador County Historical Society to advise them of the proposed abandonment and solicit their comments regarding the presence of any archeological resources or historical properties in the project area. *See* Exhibit 16 and 17. To date, no response has been received from the California OHP. By letter dated September 2, 2004, the Amador County Archives responded to Petitioners' inquiry to the county historical society. Exhibit 17. The Archives states that the "rail line itself and associated features, such as the Martell Lumber Mill Site and the Ione Rail Depot site are considered to be historic archeological sites." *Id.* The Archives also states that "within ¼ - ½ mile on either side of the alignment" are "numerous known historic residences, historic mining sites, historic roadways, and possibly unknown historic and/or prehistoric cultural resources" but does not specifically identify any. *Id.* The Archives suggests contacting, through OHP, the North Central Information Center of the California Historical Resources Inventory. As noted above, Petitioners had already contacted OHP specifically to inquire regarding historic properties or archeological resources in the project area, but have received no response to date.

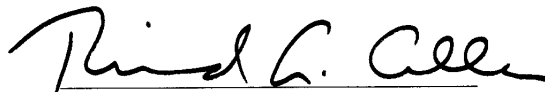
Copies of this Report have been mailed to OHP, the Amador County Historical Society and the Amador County Archives for their review and comment.

(8) A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental

conditions (naturally occurring or manmade) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.

The general area in proximity to the railroad structures and track were subjected to heavy mining activity during the nineteenth century, with some mining activity continuing well into the twentieth century. Petitioners are not aware of any other subsurface ground disturbance, fill, or environmental condition that may affect archeological recovery efforts. *See also* the October 13, 2004 summary of environmental activity near the machine shop/roundhouse by SPI's environmental consultants (Exhibit 7).

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Richard A. Allen". The signature is fluid and cursive, with the first name "Richard" being more prominent than the last name "Allen".

Richard A. Allen
Scott M. Zimmerman
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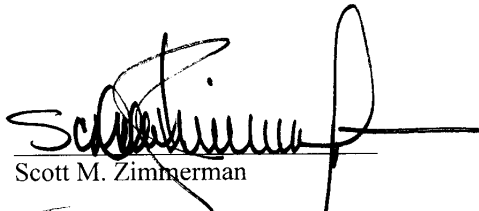
*Attorneys for Sierra Pacific Industries and
SierraPine*

October 22, 2004

Certifications

Pursuant to 49 C.F.R. §1105.7(c), I certify that, as described in the foregoing Environmental Report and Historical Report, all appropriate agencies have been consulted in preparation of those reports.

I also certify that on October 22, 2004 (which date is at least 20 days prior to the filing of the Petition For Exemption) a copy of the foregoing Environmental Report and Historical Report was served by first-class U.S. Mail, postage prepaid, accompanied by the attached cover letter, upon each of the persons and entities listed in that letter.


Scott M. Zimmerman

Date: October 22, 2004

ZUCKERT SCOUTT & RASENBERGER, L.L.P.

ATTORNEYS AT LAW

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Telephone [202] 298-8660 Fax [202] 342-0683
www.zsrlaw.com

RICHARD A. ALLEN

DIRECT DIAL (202) 973-7902
raallen@zsrlaw.com

October 22, 2004

BY MAIL

Amador County Historical Society
12200-A Airport Road
Jackson, CA 95642

Office of Historic Preservation
Department of Parks and Recreation
P. O. Box 942896
Sacramento, CA 94296-0001

Amador County Archives
500 Argonaut Lane
Jackson, CA 95642

Chief Projects Analyst
Office of Planning and Research
P. O. Box 3044
Sacramento, CA 95812

Board of Supervisors of Amador
County
500 Argonaut Lane
Jackson, CA 95642

U.S. Army Corps of Engineers
Regulatory Branch
Room 1480
1325 J Street
Sacramento, CA 95814

California Environmental Protection
Agency
P. O. Box 2815
Sacramento, CA 95812

U. S. Environmental Protection
Agency
Region 9
75 Hawthorne Street
San Francisco, CA 94105

California State Park & Recreation
Commission
P. O. Box 942896
Sacramento, CA 94296-0001

U. S. Fish and Wildlife Service
Region 1
Eastside Federal Complex
911 NE 11th Avenue
Portland, OR 97232-4181

California Coastal Commission
Suite 200
45 Freemont Street
San Francisco, CA 94105-2219

U. S. National Park Service
Pacific West Region
One Jackson Center
1111 Jackson Street, Suite 700
Oakland, CA 94607

October 22, 2004

Page 2

California State Office
USDA Natural Resource
Conservation Service
Room 4164
430 G Street
Davis, CA 95616-4164

National Oceanic & Atmospheric
Administration
National Geodetic Survey
1315 East-West Highway
Silver Spring, MD 20910-3282

Rose-Michele Weinryb, Esq.
Weiner Brodsky Sidman Kider PC
1300 Nineteenth Street, NW
Fifth Floor
Washington, D.C. 20036-1609
Counsel for Landmark Trim. USA

Amador County Planning Dept.
500 Argonaut Lane
Jackson, CA 95642

Re: Proposed abandonment of and discontinuance of operations over a 12-mile line of railroad between MP 0.0 at Ione, CA and MP 12.0 at Martell, CA (Surface Transportation Board Docket Nos. AB-512X, *Sierra Pacific Industries – Abandonment Exemption – In Amador County, CA*, and AB-880X, *SierraPine – Discontinuance Exemption – In Amador County, CA*)

Dear Ladies and Gentlemen:

On or after November 12, 2004, we expect to file with the Surface Transportation Board (“STB”) a petition for exemption seeking authority for Sierra Pacific Industries (“SPI”) to abandon, and for SierraPine to discontinue operations over, a 12-mile line of railroad located in Amador County, California, between milepost 0.0 near Ione and milepost 12.0 near Martell. Enclosed is an Environmental Report and Historic Report describing the proposed action and any expected environmental or historic effects, as well as maps of the affected area.

We are providing this report so that you may review the information that will form the basis for the STB’s independent environmental analysis of this proceeding. If any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board’s environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, 1925 K Street NW, Washington, DC 20423 (telephone 202-565-1545) and refer to docket numbers AB-512X and AB-880X. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to us, as representatives of SPI and SierraPine) would be appreciated within 3 weeks.

ZUCKERT SCOUTT & RASENBERGER, L.L.P.

October 22, 2004

Page 3

Your comments will be considered by the Board in evaluating the environmental and/or historic preservation impacts of the contemplated action. The undersigned are the representatives of SPI and SierraPine in this matter; if there are any questions concerning this proposal, please contact us directly at the address and telephone number shown in the letterhead above.

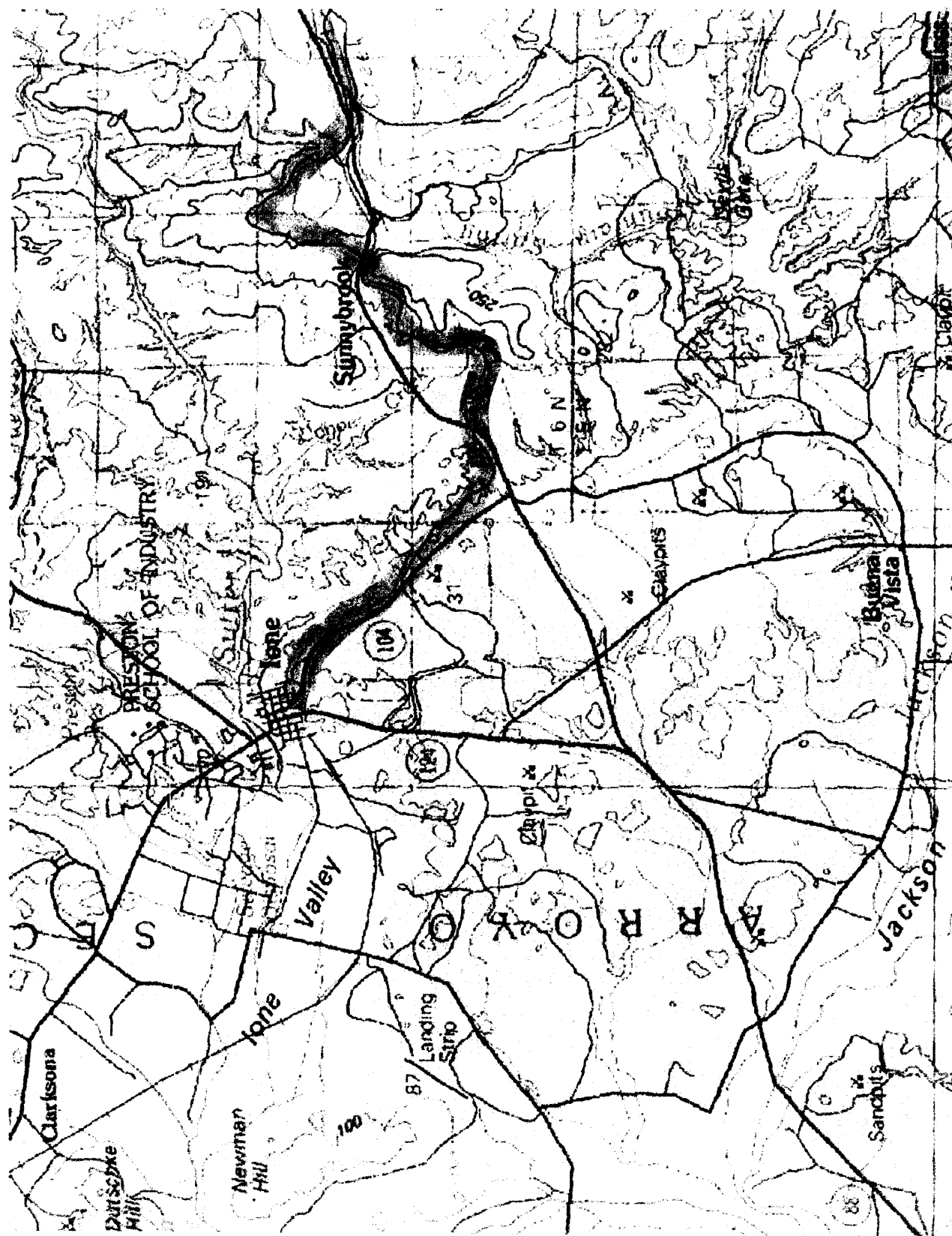
Sincerely,

A handwritten signature in black ink, appearing to read "Richard A. Allen". The signature is fluid and cursive, with the first name "Richard" being more prominent and the last name "Allen" following in a similar style.

Richard A. Allen
Scott M. Zimmerman

Attorneys for SPI and SierraPine

Enclosure



ANY TECHNICAL
MANUALS, SPECIFICATIONS,
OR OTHER DATA
SUBMITTED WITH
THIS MAP

STATE BOARD OF EQUALIZATION
LAND IDENTIFICATION MAP
SBE MAP No. 801-3-1

ALIGNMENT MAP
AMADOR CENTRAL RAILROAD CO
AMADOR COUNTY
CALIFORNIA

SCALE
1 inch = 800 feet

DATA COMPILED
MARCH TO JUNE 1912
SLOAN & ROSSON, ENGINEERS
SAN FRANCISCO

STATE OF CALIFORNIA
COUNTY OF AMADOR

We, the undersigned officers of the AMADOR
CENTRAL RAILROAD COMPANY, do hereby certify that this
map is a true and correct map of the AMADOR CENTRAL
RAILROAD from Leno to Martell, Amador County, Cali-
fornia, prepared from data secured March to June, 1912

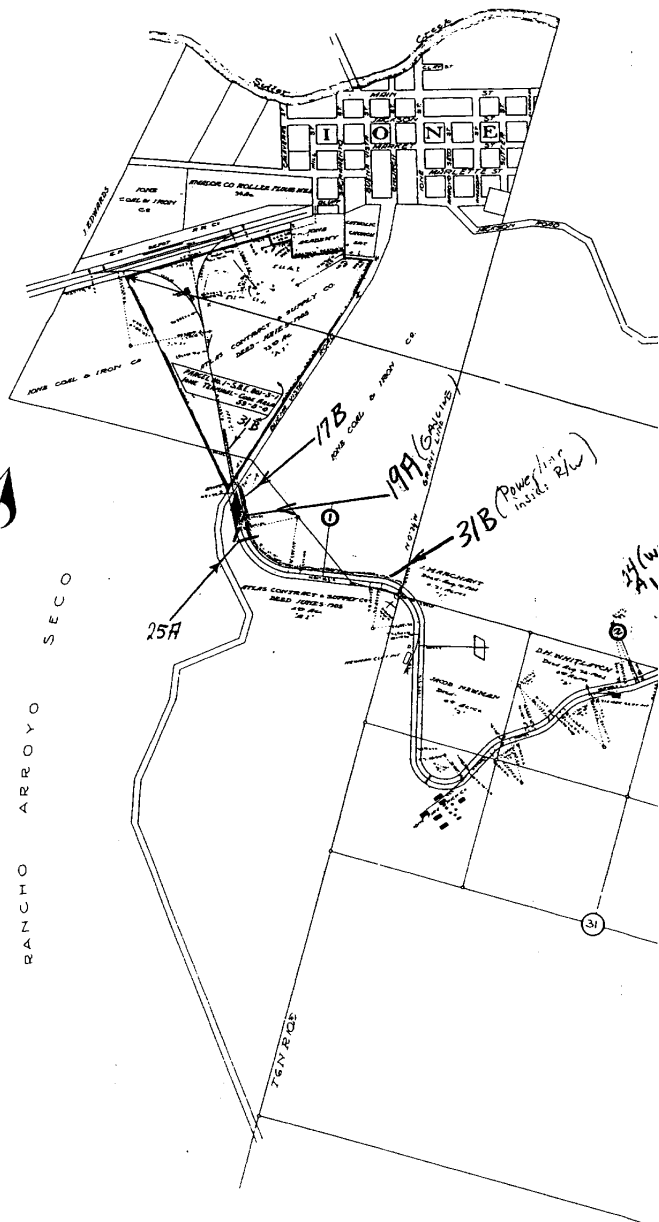
Attest:
J. M. Matheson
Secretary

F. J. Kearney
President
L. J. Brown
Chief Engineer

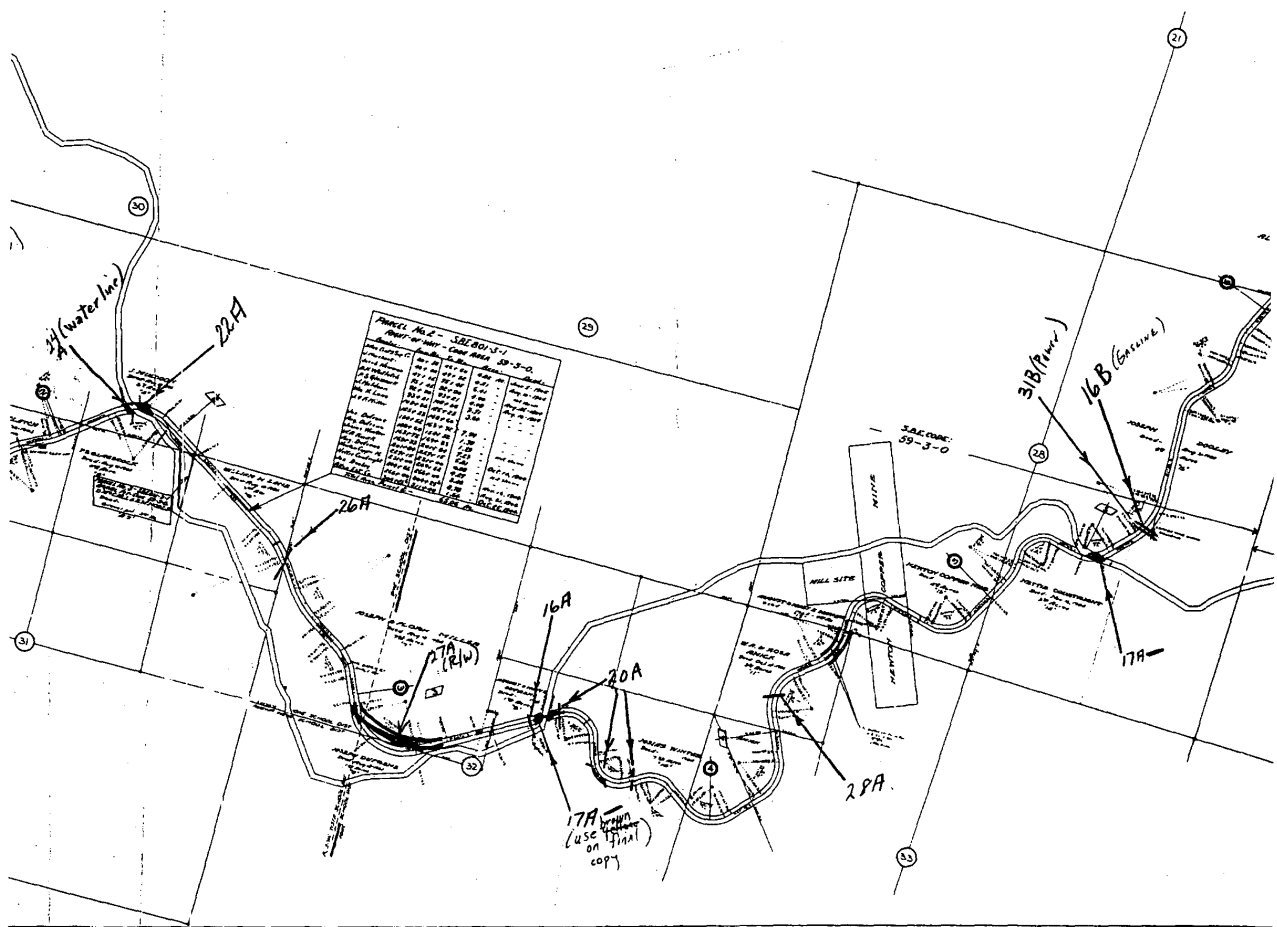
Subscribed and sworn to before me this
22nd day of July, 1912

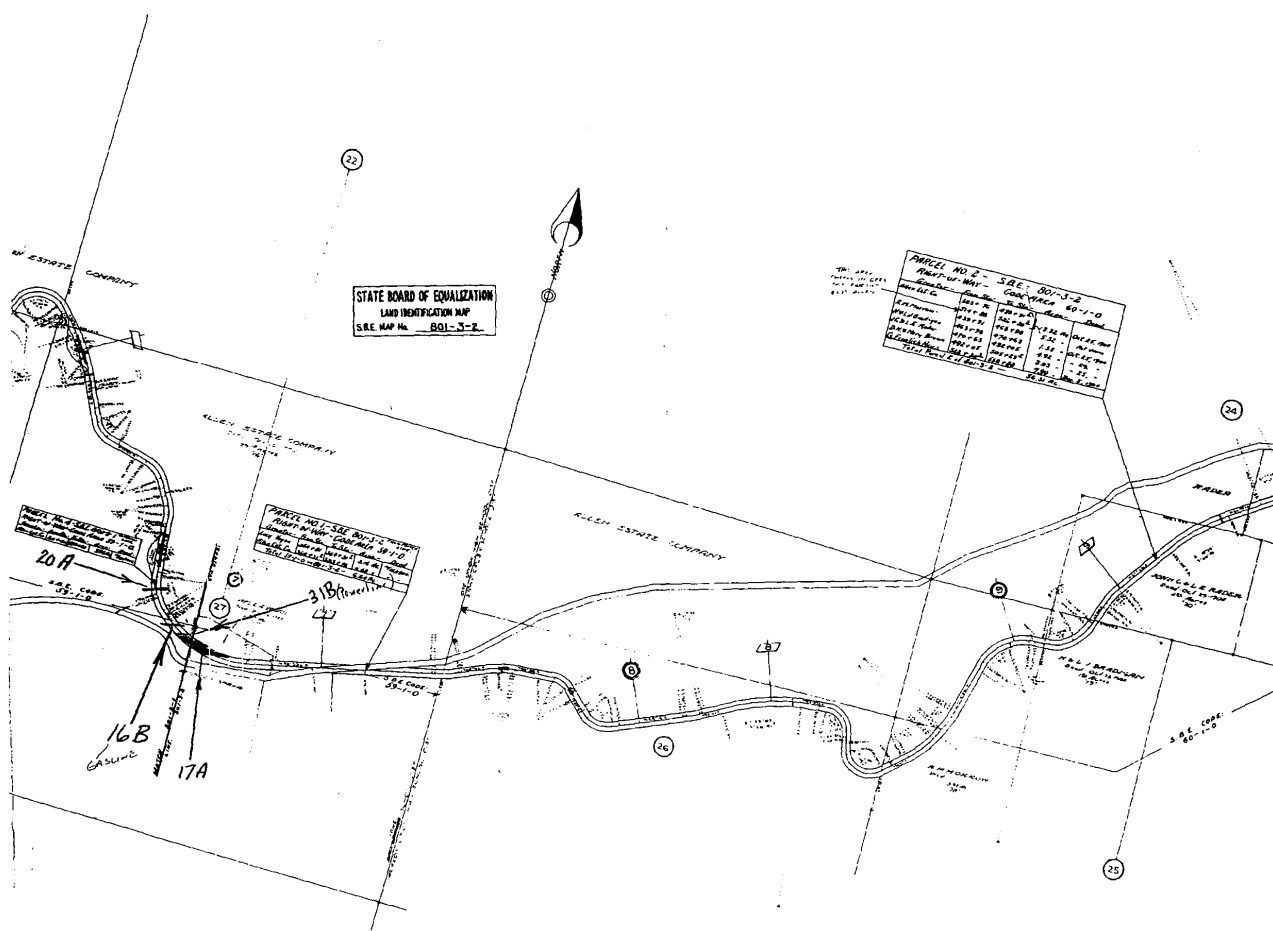
D. B. Schaefer
Notary Public and for the
County of Amador
Signed at Co. Leno

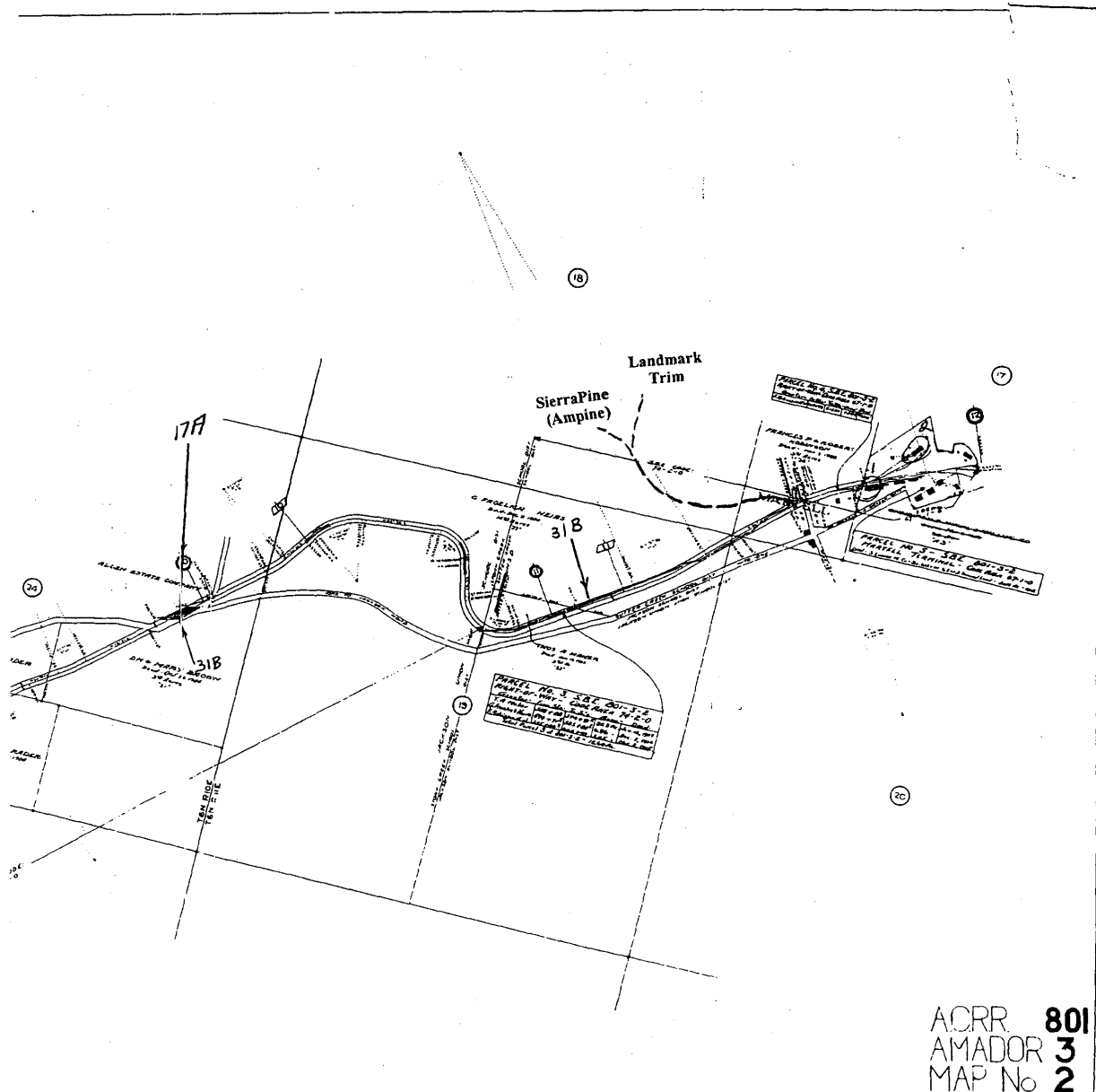
SECTION
OF
AMADOR
COUNTY
CALIFORNIA



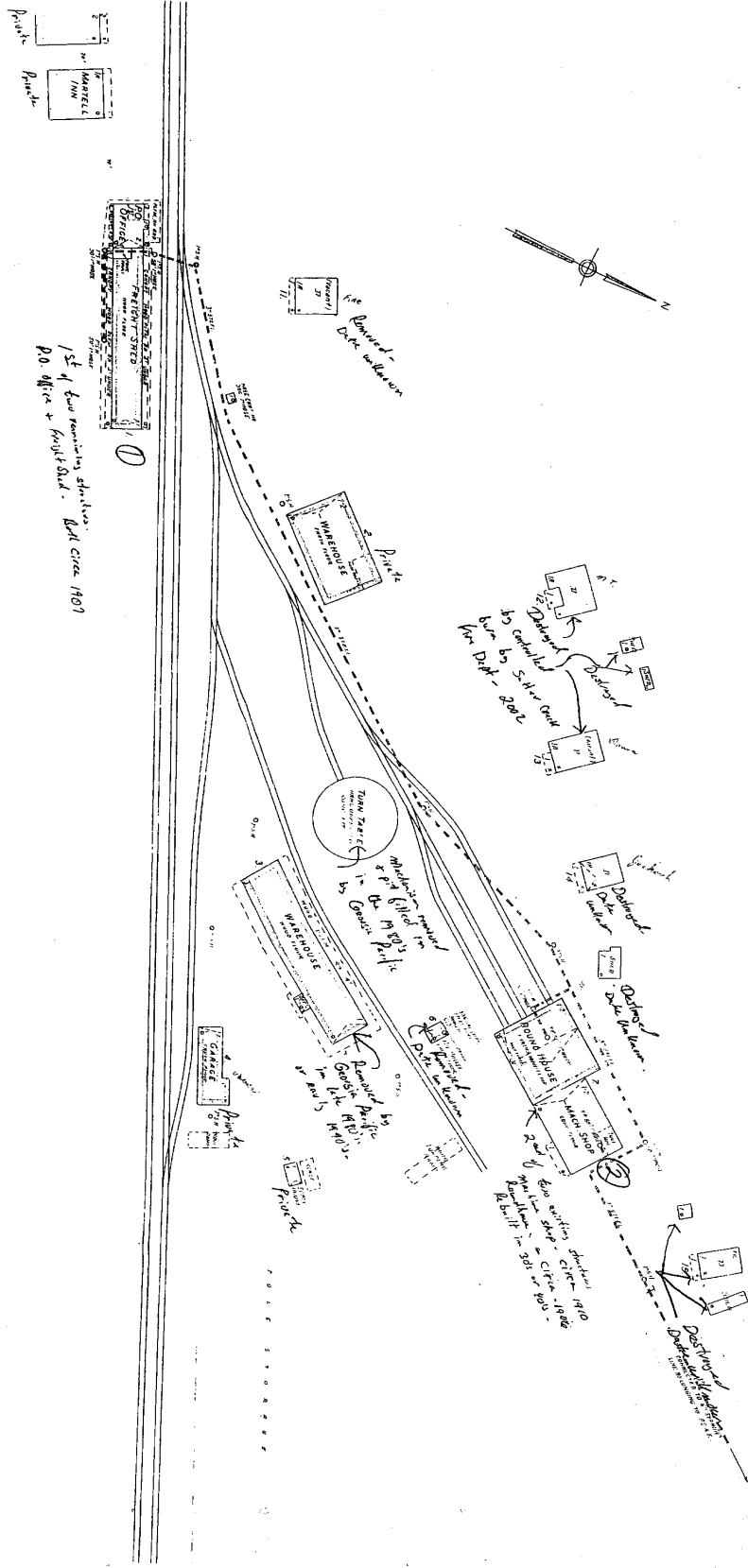
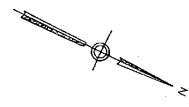
ANY TECHNICAL
MANUALS, SPECIFICATIONS,
OR OTHER DATA
SUBMITTED WITH
THIS MAP







ACRR 801
AMADOR 3
MAP No 2



AMADOR CENTRAL RAILROAD COMPANY
MARTELL, AMADOR COUNTY, CALIFORNIA
SCALE 1" = 50'
DEC. 5, 1944

MARSH & LUTHERMAN
INSURANCE
SAN FRANCISCO, CALIFORNIA

ZUCKERT SCOUTT & RASENBERGER, L.L.P.

ATTORNEYS AT LAW

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SCOTT M. ZIMMERMAN

DIRECT DIAL (202) 973-7929
smzimmerman@zsrlaw.com

August 30, 2004

BY MAIL

Board of Supervisors of Amador County
500 Argonaut Lane
Jackson, California 95642

Re: Surface Transportation Board Docket No. AB-512X, *Sierra Pacific Industries – Abandonment Exemption – In Amador County, CA*; Surface Transportation Board Docket No. AB-880X, *SierraPine – Discontinuance Exemption – In Amador County, CA*.

Dear Sirs:

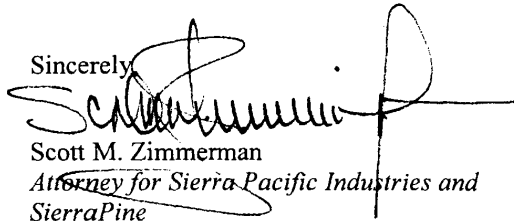
Sierra Pacific Industries ("Sierra Pacific") and SierraPine are planning to file a joint Petition for Exemption with the Surface Transportation Board ("STB") on or after September 30, 2004, for Sierra Pacific to abandon, and SierraPine to discontinue operations over, approximately 12 miles of rail line located between milepost 0.0 at Ione and milepost 12.0 at Martell, in Amador County, California. A map of the proposed abandonment is enclosed.

Pursuant to the STB's environmental regulations at 49 CFR Part 1105, we are advising you of this proposed action so that you may assist us in identifying any potential effects it may have on existing land use plans. We must determine whether the proposed abandonment is inconsistent with existing land use plans.

We would appreciate your review of the proposed abandonment and any comments you may wish to offer. We would also appreciate your providing us with a written response so that we can forward it to the STB.

Thank you in advance for your prompt assistance. If you have any questions regarding this matter, please contact me.

Sincerely,



Scott M. Zimmerman
*Attorney for Sierra Pacific Industries and
SierraPine*

Enclosure

cc: Amador County Planning Department

OFFICE OF
BOARD OF SUPERVISORS

500 ARGONAUT LANE • JACKSON, CA 95642-9534 • (209) 223-6470 • FAX (209) 257-0619



September 28, 2004

Mr. Scott M. Zimmerman
Zuckert Scoutt & Rasenberger, L.L.P.
888 Seventeenth Street, N.W.
Washington, D.C. 20006-3309

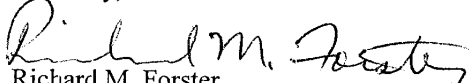
Dear Mr. Zimmerman:

The Amador County Board of Supervisors appreciates your letter of August 30 in which you identify Sierra Pacific Industries' (Sierra Pacific) and SierraPine's intent to abandon rail service to Martell, CA. The potential loss of rail service very much concerns the County. Not only are existing businesses dependent upon rail service disrupted but also a master land use plan for redevelopment of Sierra Pacific's Martell site is impacted. The County urges both Sierra Pacific and the Surface Transportation Board (STB) to continue searching for alternative means to allow rail service to continue.

It is important to note that the existing master plan for Sierra Pacific's Martell Business Park site assumes continued rail service operation as supported by the following statement, "The proposed project would also continue the use of the Amador Central Railroad." The County is currently evaluating how the proposed abandonment might impact this master plan and ongoing redevelopment efforts.

The County appreciates your request for information and comments. Please include us in any future updates or mailings so that the County is informed and able to provide both the STB and you pertinent information.

Sincerely,


Richard M. Forster
Vice Chairman, Board of Supervisors

cc: Marc and Leo Seidner
Gary Blanc, Sierra Pacific Industries
David French, ENS Resources
Paul O'Sullivan, Catlin Properties
file

ZUCKERT SCOUTT & RASENBERGER, L.L.P.

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SCOTT M. ZIMMERMAN

DIRECT DIAL (202) 973-7929
smzimmerman@zsrlaw.com

August 30, 2004

BY MAIL

California State Office
USDA Natural Resource Conservation Service
430 G Street, #4164
Davis, California 95616-4164

Re: Surface Transportation Board Docket No. AB-512X, *Sierra Pacific Industries – Abandonment Exemption – In Amador County, CA*; Surface Transportation Board Docket No. AB-880X, *SierraPine – Discontinuance Exemption – In Amador County, CA*.

Dear Ladies and Gentlemen:

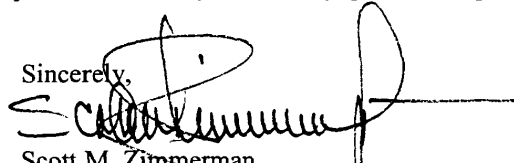
Sierra Pacific Industries ("Sierra Pacific") and SierraPine are planning to file a joint Petition for Exemption with the Surface Transportation Board ("STB") on or after September 30, 2004, for Sierra Pacific to abandon, and SierraPine to discontinue operations over, approximately 12 miles of rail line located between milepost 0.0 at Lone and milepost 12.0 at Martell, in Amador County, California. A map of the proposed abandonment is enclosed.

Pursuant to the STB's environmental regulations at 49 CFR Part 1105, we are advising you of this proposed action so that you may assist us in determining its effect, if any, on prime agricultural land.

We would appreciate your review of the proposed abandonment and any comments you may wish to offer. We would also appreciate your providing us a written response so that we can forward it to the STB.

Thank you in advance for your prompt assistance. If you have any questions regarding this matter, please contact me.

Sincerely,



Scott M. Zimmerman
Attorney for Sierra Pacific Industries and
SierraPine

Enclosure

ZUCKERT SCOUTT & RASENBERGER, L.L.P.

ATTORNEYS AT LAW

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SCOTT M. ZIMMERMAN

DIRECT DIAL (202) 973-7929
smzimmerman@zsrlaw.com

August 30, 2004

BY MAIL

California Coastal Commission
45 Fremont Street
Suite 2000
San Francisco, California 94105-2219

Re: Surface Transportation Board Docket No. AB-512X, *Sierra Pacific Industries – Abandonment Exemption – In Amador County, CA*; Surface Transportation Board Docket No. AB-880X, *SierraPine – Discontinuance Exemption – In Amador County, CA*.

Dear Ladies and Gentlemen:

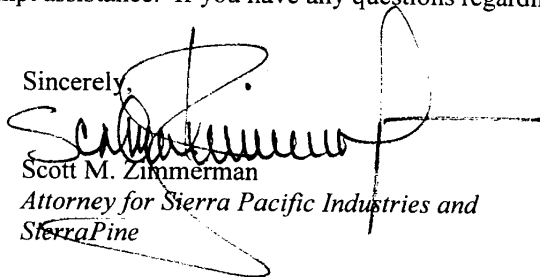
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Given the distance of the affected line from the coast, it appears that the proposed action will have no effect on land or water uses within California's coastal zone. Nevertheless, we are advising you of this proposed action so that you may review and comment on that question.

We would appreciate your review of the proposed abandonment and any comments you may wish to offer. We would also appreciate your providing us a written response so that we can forward it to the STB.

Thank you in advance for your prompt assistance. If you have any questions regarding this matter, please contact me.

Sincerely,



Scott M. Zimmerman
Attorney for *Sierra Pacific Industries* and
SierraPine

Enclosure

Scott M. Zimmerman

From: Larry Simon [lsimon@coastal.ca.gov]
Sent: Thursday, September 02, 2004 1:42 PM
To: Scott M. Zimmerman
Subject: 8/30/04 letter re: railroad abandonment in California

Mr. Zimmerman:

The proposed railroad abandonment action you referenced in your August 30, 2004, letter to the California Coastal Commission will not affect land or water resources within the California coastal zone.

Regards,

Larry Simon
Federal Consistency Coordinator
California Coastal Commission
45 Fremont St., Suite 2000
San Francisco, CA 94105
(415) 904-5288
(415) 904-5400 (fax)
lsimon@coastal.ca.gov
Federal Consistency Web Page: <http://www.coastal.ca.gov/fedcd/fedcndx.html>

Kennedy/Jenks Consultants

Engineers & Scientists

2828 S.W. Naito Parkway
Suite 250
Portland, Oregon 97201
503-295-4911
FAX 503-295-4901

13 October 2004

Pam Giovannetti
Dun & Marinek, LLP
2313 I Street
Eureka, California 95501

Subject: Summary of Environmental Activities, Former Railroad Maintenance Building Area
Sierra Pacific Industries, Martell, California Facility
K/J 976058.03

Dear Ms. Giovannetti:

This letter presents a summary of environmental activities conducted by Kennedy/Jenks Consultants (Kennedy/Jenks) at the Railroad Maintenance Building Area at the Sierra Pacific Industries (SPI) Martell, California facility (Site). The information contained in this letter was compiled at the request of Mr. Scott Leiby of SPI and is also included in a report prepared by Kennedy/Jenks entitled *Investigation of the Former Rolling Stock Shop, Moulding Shop, and the Railroad Maintenance Building Area* (Kennedy/Jenks, April 2003).

Chemicals of potential concern were detected in reconnaissance samples collected by Kennedy/Jenks in 1997 in the Railroad Maintenance Building area, prior to SPI's acquisition of the Site. The 1997 investigation activities are detailed in the *Draft Phase II Investigation Summary Report, Georgia Pacific Facility, Martell, California* (Kennedy/Jenks, 17 April 1997) and are summarized in Kennedy/Jenks' April 2003 report. The tables included in Attachment A (from Kennedy/Jenks' April 1997 report) summarize the results of laboratory analysis of soil and groundwater samples collected in 1997 from the Railroad Maintenance Building area. The 1997 sampling locations are shown on Figure 1. Motor-oil-range hydrocarbons (TPHo) and acetone were detected at low concentrations in the 1997 surface soil samples collected along a drain pipe outside the southeast corner of the Railroad Maintenance Building. Diesel-range hydrocarbons (TPHd) were also detected in a reconnaissance groundwater sample collected adjacent to the union of the old and newer portions of the building. No volatile organic compounds (VOCs) were detected in the two reconnaissance groundwater samples collected from depths of 17 and 22 feet in the Railroad Maintenance Building area.

In October 2002, an investigation was conducted by Kennedy/Jenks in the Railroad Maintenance Building area. The October 2002 investigation included advancement of three soil borings and installation of groundwater monitoring wells (RRM-1, RRM-2, and RRM-3) in the borings. Figure 1 shows the location of each monitoring well. The investigation was conducted to evaluate the presence of TPHd, TPHo, polycyclic aromatic hydrocarbons (PAHs), and VOCs in soil and groundwater.

Ms. Pam Giovannetti
Dun & Martinek, LLP
13 October 2004
Page 2

Soil Borings and Well Installation (2002)

Monitoring well borings RRM-1, RRM-2, and RRM-3 were advanced to depths of 25, 20, and 20 feet below ground surface (bgs), respectively, where drilling refusal was encountered. The wells were constructed with screened intervals in the lower 15 feet of each boring.

Investigation Results Summary (2002)

Two soil samples and a groundwater sample were collected from each of the three boreholes (RRM-1, RRM-2, and RRM-3) and submitted to Kiff Analytical located in Davis, California for analysis of TPHd and TPHo using U.S. Environmental Protection Agency (EPA) Method 8015 Modified and for VOCs using EPA Method 8260B. In addition, the groundwater samples were analyzed for PAHs using EPA Method 8270 SIMS.

Table 1 summarizes the soil analytical results of samples collected during the 2002 investigation. VOCs and TPHd were not detected in the soil samples analyzed from the Railroad Maintenance Building area monitoring well borings. TPHo was detected at concentrations ranging between 14 mg/kg and 32 mg/kg in soil samples analyzed from monitoring well borings RRM-2 and RRM-3.

Table 2 summarizes the groundwater analytical results of samples collected in 2002 and 2003. VOCs and PAHs were not detected in the groundwater samples obtained from the new Railroad Maintenance Building monitoring wells. TPHd was detected at a concentration of 92 µg/l in the groundwater sample collected from monitoring well RRM-3. TPHd was not detected in groundwater samples collected from monitoring wells RRM-1 and RRM-2.

Groundwater Elevations

Groundwater was encountered during drilling at depths ranging from approximately 15 feet bgs in well RRM-2 to 25 feet bgs in monitoring well borings RRM-1 and RRM-3. The depths to groundwater measured on 30 October 2002 in the monitoring wells ranged between 7.8 feet to 8.5 feet below the tops of the monitoring well casings. Groundwater elevations and the approximate groundwater flow direction based on October 2002 measurements are shown on Figure 2. Table 3 summarizes the depths to groundwater and groundwater elevations in monitoring wells RRM-1, RRM-2, and RRM-3. The apparent groundwater flow direction on 30 October 2002 was to the east under a hydraulic gradient of 0.04 feet/foot.

On 19 December 2002, depths to groundwater ranged between 4.8 feet and 6.4 feet below the tops of the well casings. The measurements recorded on 19 December indicate that the groundwater elevations were approximately 2.1 to 2.9 feet higher relative to the October 2002 measurements.

Kennedy/Jenks Consultants

Ms. Pam Giovannetti
Dun & Martinek, LLP
13 October 2004
Page 3

Additional Sampling (March 2003)

On 6 March 2003, confirmation groundwater samples were obtained from well RRM-3 for analysis of TPHd. No TPHd was detected in the sample based on a laboratory detection limit of 50 µg/l. The TPHd detection in the December 2002 sample from well RRM-3 appears to be an artifact of the well drilling and installation and not representative of actual groundwater conditions.


Summary

Based on the results of laboratory testing of soil and groundwater samples collected during the October and December 2002 investigations in these areas, petroleum hydrocarbons, VOCs, and PAHs are not present in soil and/or groundwater at concentrations that warrant further investigation or remedial action. Based on the analytical results of conformational groundwater sampling from well RRM-3 collected in March 2003, Kennedy/Jenks recommended (in the April 2003 report) abandoning wells RRM-1, RRM-2, and RRM-3 installed during this investigation in accordance with Amador County regulations.

If you have any questions regarding this information, please call us at (503) 295-4911.

Very truly yours,

KENNEDY/JENKS CONSULTANTS


Steve Misner
Project Manager

Attachment

cc: Scott Leiby, Sierra Pacific Industries

Table 1: Summary of Soil Analytical Results, Railroad Maintenance Building Area

Sample Number	Sample Location	Sample Depth (feet bgs)	Collection Date	Petroleum Hydrocarbons ^(a) (mg/kg)		VOCs ^(b) (mg/kg)
				Diesel-Range	Motor Oil-Range	
RRM-1-5.5-6	RRM-1	5.5-6	10/29/02	<1.0	<10	ND
RRM-1-10-10.5	RRM-1	10-10.5	10/29/02	<1.0	<10	ND
RRM-2-5.5-5	RRM-2	5.5-5	10/29/02	<1.0	<10	ND
RRM-2-10-10.5	RRM-2	10-10.5	10/29/02	<1.0	18	ND
RRM-3-5.5-5	RRM-3	5.5-5	10/29/02	<1.0	32	ND
RRM-3-10-10.5	RRM-3	10-10.5	10/29/02	<1.0	14	ND

Notes:

- (a) Diesel-range and motor-oil-range hydrocarbons were analyzed by U.S. Environmental Protection Agency (EPA) 8015 Modified with an acid/silica gel cleanup.
- (b) VOCs = volatile organic compounds. VOCs were analyzed by EPA 8260B. Laboratory detection limits are presented in the laboratory reports in Appendix E.
- bgs = below ground surface
- mg/kg = milligrams per kilogram
- ND = not detected

**Table 2: Summary of Groundwater Analytical Results,
Railroad Maintenance Building Area**

Sample Number	Collection Date	TPH ^(a) (µg/l)		VOCs ^(b) (µg/l)	PAHs (µg/l) ^(c)
		Diesel-Range	Motor Oil-Range		
RRM-1	12/19/02	<50	<100	ND	ND
RRM-2	12/19/02	<50	<100	ND	ND
RRM-3	12/19/02	92	<100	ND	ND
	03/06/03	<50	NA	NA	NA

Notes:

- (a) Diesel-range and motor-oil-range hydrocarbons analyzed by U.S. Environmental Protection Agency (EPA) 8015 Modified with an acid/silica gel cleanup.
 - (b) VOCs = volatile organic compounds. VOCs including gasoline-range hydrocarbons and methyl-tert-butyl ether (MTBE) were analyzed by EPA 8260B. Only detected analytes are shown. Laboratory detection limits are presented in the laboratory reports in Appendix E.
 - (c) PAHs = polycyclic aromatic hydrocarbons. PAHs were analyzed by EPA 8270 SIM. Laboratory detection limits are presented in the laboratory reports in Appendix E.
- NA = not analyzed
ND = not detected
TPH = total petroleum hydrocarbon

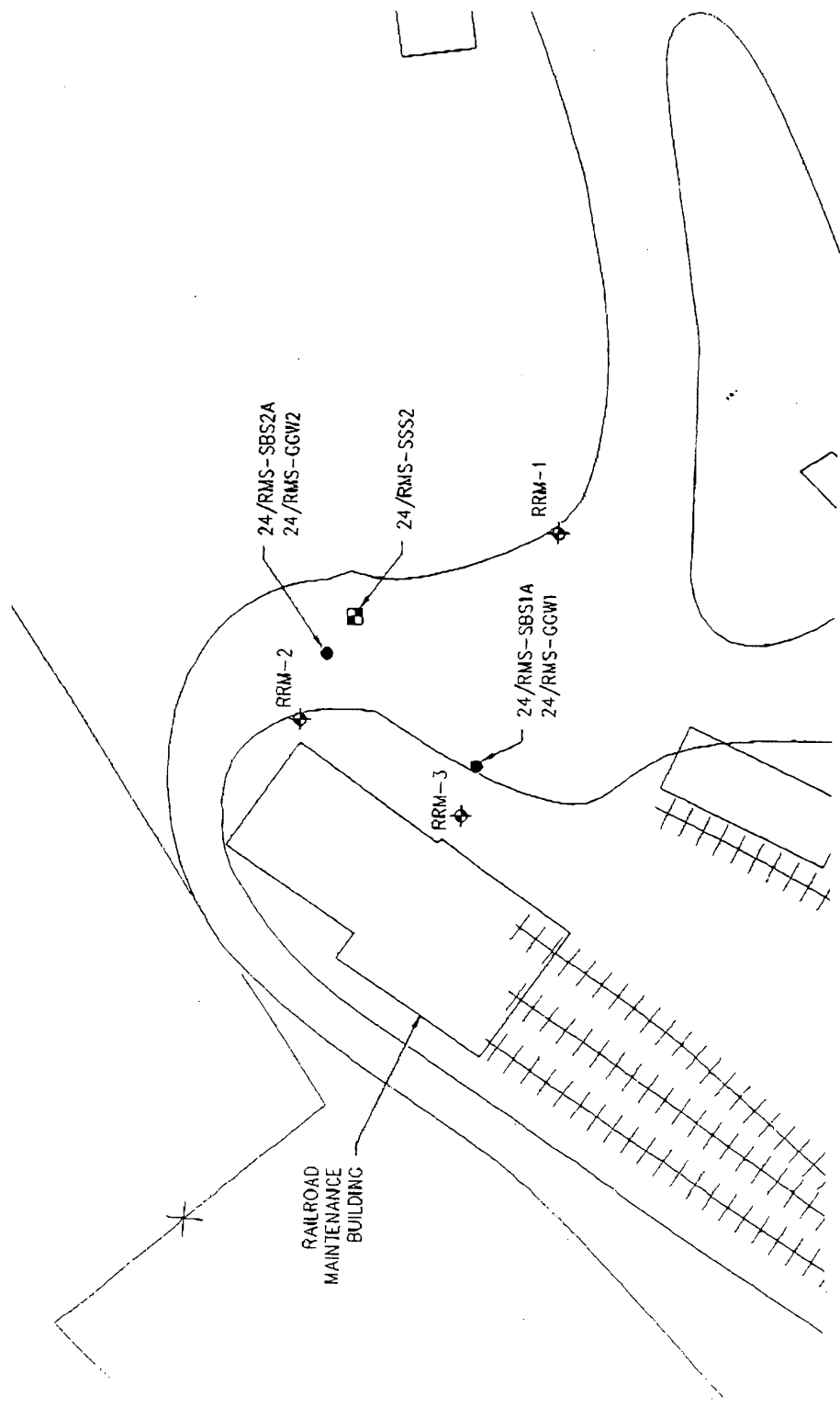
**Table 3: Depths to Groundwater and Groundwater Elevations,
Railroad Maintenance Building Area**

Well Number	Observation Date	Top of Casing Elevation ^(a)	Depth to Groundwater ^(b)	Groundwater Elevation ^(a)
RRM-1	10/30/02	1,527.45	7.75	1,519.70
	12/19/02	1,527.45	4.82	1,522.63
RRM-2	10/30/02	1,532.05	8.52	1,523.53
	12/19/02	1,532.05	6.38	1,525.67
RRM-3	10/30/02	1,532.58	8.45	1,524.13
	12/19/02	1,532.58	6.27	1,526.31

Notes:

(a) Elevation in feet relative to mean sea level.

(b) Depth to groundwater in feet below the top of the well casing.



Kennedy/Jenks Consultants

SIERRA PACIFIC INDUSTRIES
MARTELL, CA

**RAILROAD MAINTENANCE SHOP
SAMPLING LOCATIONS**

K/J 026114.00/P03SK004

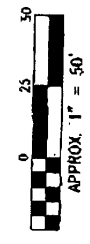
FIGURE 1

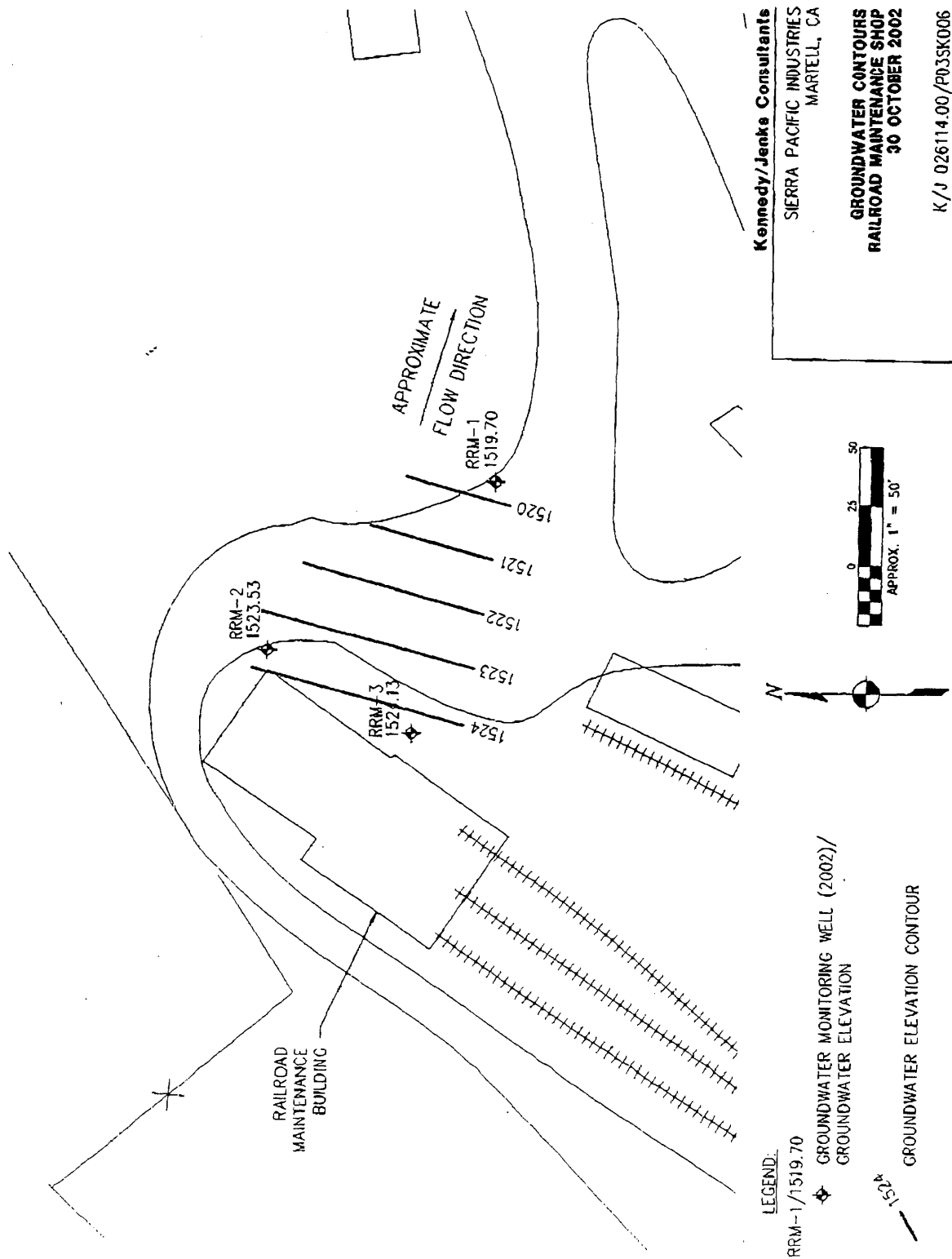
LEGEND:

◆ GROUNDWATER MONITORING WELL (2002)
RRM-1

● SOIL AND GROUNDWATER SAMPLING LOCATIONS (1997)

■ TEST PIT LOCATION (1997)





Kennedy/Jenks Consultants

SIERRA PACIFIC INDUSTRIES
MARTELL, CA

GROUNDWATER CONTOURS
RAILROAD MAINTENANCE SHOP
30 OCTOBER 2002

K/J 026114.00/P03SK006

FIGURE 2

Attachment A

TABLE 3a

24RMS - RAILROAD MAINTENANCE BUILDING
 PETROLEUM HYDROCARBONS ANALYTICAL RESULTS
 G-P Martell, California Facility

Sample	Depth (feet)	Date Sample	Matrix	TPH as Gasoline (soil - mg/kg) (water - mg/l)	TPH as Diesel (soil - mg/kg) (water - mg/l)	TPH as Oil (soil - mg/kg) (water - mg/l)	Benzene (soil - ug/kg) (water - ug/l)	Ethylbenzene (soil - ug/kg) (water - ug/l)	Toluene (soil - ug/kg) (water - ug/l)	Xylenes (Total) (soil - ug/kg) (water - ug/l)
24RMS-GGW1	12.0-22.0	2/14/97	Water	NA	0.22	<0.2	<5	<5	<5	<10
24RMS-GGW2	7.0-17.0	2/14/97	Water	NA	<0.05	<0.2	<5	<5	<5	<10
24RMS-S6S1A	0.5	2/13/97	Soil	NA	<1	<5	<5	<5	<5	<10
24RMS-S6S2A	0.5	2/13/97	Soil	NA	<1	<5	<5	<5	<5	<10
24RMS-S6S2	2.0	2/13/97	Soil	NA	<100	21,000	<5	<5	<5	<10

Notes:

NM = Not measured
 NA = Not analyzed
 <L = Less than the reporting limit
 mg/L = milligrams per liter
 mg/kg = milligrams per kilogram
 ug/L = micrograms per liter
 ug/kg = micrograms per kilogram

2-DRAFT

17 April 1997

078001.10

TABLE 3b

Page 1 of 5

**24/RMS - RAILROAD MAINTENANCE BUILDING
VOCs ANALYTICAL RESULTS
G-P Martell, California Facility**

Sample			Depth (feet bgs)			Date Sampled			Matrix		
24/RMS-GGW1			12.0-22.0			2/14/97			Water		
Chemical	Result	Units	Chemical	Result	Units	Chemical	Result	Units	Chemical	Result	Units
1,1,1,2-Tetrachloroethane	<5	ug/L	Bromomethane	<10	ug/L	Carbon Disulfide	<10	ug/L	Carbon Tetrachloride	<5	ug/L
1,1,1-Trichloroethane	<5	ug/L	Chlorobenzene	<5	ug/L	Chloroethane	<10	ug/L	Chloroform	<5	ug/L
1,1,2,2-Tetrachloroethane	<5	ug/L	Chloroethane	<10	ug/L	Chloromethane	<10	ug/L	cis-1,2-Dichloroethene	<5	ug/L
1,1,2-Trichloroethane	<5	ug/L	Chloroform	<5	ug/L	cis-1,3-Dichloropropene	<5	ug/L	Dibromochloromethane	<5	ug/L
1,1-Dichloroethane	<5	ug/L	Chloromethane	<10	ug/L	Dibromomethane	<5	ug/L	Dichlorodifluoromethane	<10	ug/L
1,1-Dichloropropane	<5	ug/L	cis-1,2-Dichloroethene	<5	ug/L	Ethylbenzene	<5	ug/L	Hexachlorobutadiene	<5	ug/L
1,2,3-Trichlorobenzene	<5	ug/L	cis-1,3-Dichloropropene	<5	ug/L	Hexachlorobutadiene	<5	ug/L	Isopropylbenzene	<5	ug/L
1,2,3-Trichloropropane	<5	ug/L	Dibromochloromethane	<5	ug/L	Isopropylbenzene	<5	ug/L	Methylene Chloride	<10	ug/L
1,2,4-Trichlorobenzene	<5	ug/L	Dibromomethane	<5	ug/L	Methylene Chloride	<10	ug/L	n-Butylbenzene	<5	ug/L
1,2,4-Trimethylbenzene	<5	ug/L	Dichlorodifluoromethane	<10	ug/L	n-Butylbenzene	<5	ug/L	n-Propylbenzene	<5	ug/L
1,2-Dibromo-3-chloroprop	<5	ug/L	Ethylbenzene	<5	ug/L	n-Propylbenzene	<5	ug/L	Naphthalene	<5	ug/L
1,2-Dibromoethane	<5	ug/L	Hexachlorobutadiene	<5	ug/L	Naphthalene	<5	ug/L	p-Isopropyltoluene	<5	ug/L
1,2-Dichlorobenzene	<5	ug/L	Isopropylbenzene	<5	ug/L	p-Isopropyltoluene	<5	ug/L	sec-Butylbenzene	<5	ug/L
1,2-Dichloroethane	<5	ug/L	Methylene Chloride	<10	ug/L	sec-Butylbenzene	<5	ug/L	Styrene	<5	ug/L
1,2-Dichloropropane	<5	ug/L	n-Butylbenzene	<5	ug/L	Styrene	<5	ug/L	tert-Butylbenzene	<5	ug/L
1,3,5-Trimethylbenzene	<5	ug/L	n-Propylbenzene	<5	ug/L	tert-Butylbenzene	<5	ug/L	Tetrachloroethene	<5	ug/L
1,3-Dichlorobenzene	<5	ug/L	Naphthalene	<5	ug/L	Tetrachloroethene	<5	ug/L	Toluene	<5	ug/L
1,3-Dichloropropane	<5	ug/L	p-Isopropyltoluene	<5	ug/L	Toluene	<5	ug/L	trans-1,2-Dichloroethene	<5	ug/L
1,4-Dichlorobenzene	<5	ug/L	sec-Butylbenzene	<5	ug/L	trans-1,2-Dichloroethene	<5	ug/L	trans-1,3-Dichloropropene	<5	ug/L
2,2-Dichloropropane	<5	ug/L	Styrene	<5	ug/L	trans-1,3-Dichloropropene	<5	ug/L	Trichloroethene	<5	ug/L
2-Butanone	<100	ug/L	tert-Butylbenzene	<5	ug/L	Trichloroethene	<5	ug/L	Trichlorofluoromethane	<5	ug/L
2-Chloroethyl Vinyl Ether	<10	ug/L	Tetrachloroethene	<5	ug/L	Trichlorofluoromethane	<5	ug/L	Vinyl Acetate	<50	ug/L
2-Chlorotoluene	<5	ug/L	Toluene	<5	ug/L	Vinyl Acetate	<50	ug/L	Vinyl Chloride	<10	ug/L
2-Hexanone	<50	ug/L	trans-1,2-Dichloroethene	<5	ug/L	Vinyl Chloride	<10	ug/L	Xylenes, Total	<10	ug/L
4-Chlorotoluene	<5	ug/L	trans-1,3-Dichloropropene	<5	ug/L	Xylenes, Total	<10	ug/L			
4-Methyl-2-pentanone	<50	ug/L	Trichloroethene	<5	ug/L						
Acetone	<100	ug/L	Trichlorofluoromethane	<5	ug/L						
Benzene	<5	ug/L	Vinyl Acetate	<50	ug/L						
Bromobenzene	<5	ug/L	Vinyl Chloride	<10	ug/L						
Bromochloromethane	<5	ug/L									
Bromodichloromethane	<5	ug/L									
Bromofonn	<5	ug/L									

Notes:

* < = Less than the reporting limit

ug/L = micrograms per liter; ug/kg = micrograms per kilogram

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**24/RMS - RAILROAD MAINTENANCE BUILDING
VOCs ANALYTICAL RESULTS
G-P Martell, California Facility**

Sample	Depth (feet bgs)	Date Sampled	Matrix
24/RMS-GGW2	7.0-17.0	2/14/97	Water

Chemical	Result	Units
1,1,1,2-Tetrachloroethane	<5	ug/L
1,1,1-Trichloroethane	<5	ug/L
1,1,2,2-Tetrachloroethane	<5	ug/L
1,1,2-Trichloroethane	<5	ug/L
1,1-Dichloroethane	<5	ug/L
1,1-Dichloroethene	<5	ug/L
1,1-Dichloropropene	<5	ug/L
1,2,3-Trichlorobenzene	<5	ug/L
1,2,3-Trichloropropane	<5	ug/L
1,2,4-Trichlorobenzene	<5	ug/L
1,2,4-Trimethylbenzene	<5	ug/L
1,2-Dibromo-3-chloroprop	<5	ug/L
1,2-Dibromoethane	<5	ug/L
1,2-Dichlorobenzene	<5	ug/L
1,2-Dichloroethane	<5	ug/L
1,2-Dichloropropane	<5	ug/L
1,3,5-Trimethylbenzene	<5	ug/L
1,3-Dichlorobenzene	<5	ug/L
1,3-Dichloropropane	<5	ug/L
1,4-Dichlorobenzene	<5	ug/L
2,2-Dichloropropane	<5	ug/L
2-Butanone	<100	ug/L
2-Chloroethyl Vinyl Ether	<10	ug/L
2-Chlorotoluene	<5	ug/L
2-Hexanone	<50	ug/L
4-Chlorotoluene	<5	ug/L
4-Methyl-2-pentanone	<50	ug/L
Acetone	<100	ug/L
Benzene	<5	ug/L
Bromobenzene	<5	ug/L
Bromochloromethane	<5	ug/L
Bromodichloromethane	<5	ug/L
Bromoform	<5	ug/L

Chemical	Result	Units
Bromomethane	<10	ug/L
Carbon Disulfide	<10	ug/L
Carbon Tetrachloride	<5	ug/L
Chlorobenzene	<5	ug/L
Chloroethane	<10	ug/L
Chloroform	<5	ug/L
Chloromethane	<10	ug/L
cis-1,2-Dichloroethene	<5	ug/L
cis-1,3-Dichloropropene	<5	ug/L
Dibromochloromethane	<5	ug/L
Dibromomethane	<5	ug/L
Dichlorodifluoromethane	<10	ug/L
Ethylbenzene	<5	ug/L
Hexachlorobutadiene	<5	ug/L
Isopropylbenzene	<5	ug/L
Methylene Chloride	<10	ug/L
n-Butylbenzene	<5	ug/L
n-Propylbenzene	<5	ug/L
Naphthalene	<5	ug/L
p-Isopropyltoluene	<5	ug/L
sec-Butylbenzene	<5	ug/L
Styrene	<5	ug/L
tert-Butylbenzene	<5	ug/L
Tetrachloroethene	<5	ug/L
Toluene	<5	ug/L
trans-1,2-Dichloroethene	<5	ug/L
trans-1,3-Dichloropropene	<5	ug/L
Trichloroethene	<5	ug/L
Trichlorofluoromethane	<5	ug/L
Vinyl Acetate	<50	ug/L
Vinyl Chloride	<10	ug/L
Xylenes, Total	<10	ug/L

Notes:

* < = Less than the reporting limit

ug/L = micrograms per liter; ug/kg = micrograms per kilogram

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**24/RMS - RAILROAD MAINTENANCE BUILDING
VOCs ANALYTICAL RESULTS
G-P Martell, California Facility**

Sample	Depth (feet bgs)	Date Sampled	Matrix
24/RMS-SBS1A	6.5	2/13/97	Soil

Chemical	Result	Units	Chemical	Result	Units
1,1,1,2-Tetrachloroethane	<5	ug/kg	Bromomethane	<10	ug/kg
1,1,1-Trichloroethane	<5	ug/kg	Carbon Disulfide	<10	ug/kg
1,1,2,2-Tetrachloroethane	<5	ug/kg	Carbon Tetrachloride	<5	ug/kg
1,1,2-Trichloroethane	<5	ug/kg	Chlorobenzene	<5	ug/kg
1,1-Dichloroethane	<5	ug/kg	Chloroethane	<10	ug/kg
1,1-Dichloroethene	<5	ug/kg	Chloroform	<5	ug/kg
1,1-Dichloropropene	<5	ug/kg	Chloromethane	<10	ug/kg
1,2,3-Trichlorobenzene	<5	ug/kg	cis-1,2-Dichloroethene	<5	ug/kg
1,2,3-Trichloropropane	<5	ug/kg	cis-1,3-Dichloropropene	<5	ug/kg
1,2,4-Trichlorobenzene	<5	ug/kg	Dibromochloromethane	<5	ug/kg
1,2,4-Trimethylbenzene	<5	ug/kg	Dibromomethane	<5	ug/kg
1,2-Dibromo-3-chloroprop	<20	ug/kg	Dichlorodifluoromethane	<10	ug/kg
1,2-Dibromoethane	<5	ug/kg	Ethylbenzene	<5	ug/kg
1,2-Dichlorobenzene	<5	ug/kg	Hexachlorobutadiene	<5	ug/kg
1,2-Dichloroethane	<5	ug/kg	Isopropylbenzene	<5	ug/kg
1,2-Dichloropropane	<5	ug/kg	Methylene Chloride	<10	ug/kg
1,3,5-Trimethylbenzene	<5	ug/kg	n-Butylbenzene	<5	ug/kg
1,3-Dichlorobenzene	<5	ug/kg	n-Propylbenzene	<5	ug/kg
1,3-Dichloropropane	<5	ug/kg	Naphthalene	<5	ug/kg
1,4-Dichlorobenzene	<5	ug/kg	p-Isopropyltoluene	<5	ug/kg
2,2-Dichloropropane	<5	ug/kg	sec-Butylbenzene	<5	ug/kg
2-Butanone	<100	ug/kg	Styrene	<5	ug/kg
2-Chloroethyl Vinyl Ether	<10	ug/kg	tert-Butylbenzene	<5	ug/kg
2-Chlorotoluene	<5	ug/kg	Tetrachloroethene	<5	ug/kg
2-Hexanone	<50	ug/kg	Toluene	<5	ug/kg
4-Chlorotoluene	<5	ug/kg	trans-1,2-Dichloroethene	<5	ug/kg
4-Methyl-2-pentanone	<50	ug/kg	trans-1,3-Dichloropropene	<5	ug/kg
Acetone	<100	ug/kg	Trichloroethene	<5	ug/kg
Benzene	<5	ug/kg	Trichlorofluoromethane	<5	ug/kg
Bromobenzene	<5	ug/kg	Vinyl Acetate	<50	ug/kg
Bromochloromethane	<5	ug/kg	Vinyl Chloride	<10	ug/kg
Bromodichloromethane	<10	ug/kg	Xylenes, Total	<10	ug/kg
Bromoform	<5	ug/kg			

Notes:

"C" = Less than the reporting limit

ug/L = micrograms per liter; ug/kg = micrograms per kilogram

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24/RMS - RAILROAD MAINTENANCE BUILDING
VOCs ANALYTICAL RESULTS
G-P Martell, California Facility

Sample	Depth (feet bgs)	Date Sampled	Matrix
24/RMS-SBS2A	6.5	2/13/97	Soil

Chemical	Result	Units
1,1,1,2-Tetrachloroethane	<5	ug/kg
1,1,1-Trichloroethane	<5	ug/kg
1,1,2,2-Tetrachloroethane	<5	ug/kg
1,1,2-Trichloroethane	<5	ug/kg
1,1-Dichloroethane	<5	ug/kg*
1,1-Dichloroethene	<5	ug/kg
1,1-Dichloropropene	<5	ug/kg
1,2,3-Trichlorobenzene	<5	ug/kg
1,2,3-Trichloropropane	<5	ug/kg
1,2,4-Trichlorobenzene	<5	ug/kg
1,2,4-Trimethylbenzene	<5	ug/kg
1,2-Dibromo-3-chloroprop	<20	ug/kg
1,2-Dibromoethane	<5	ug/kg
1,2-Dichlorobenzene	<5	ug/kg
1,2-Dichloroethane	<5	ug/kg
1,2-Dichloropropane	<5	ug/kg
1,3,5-Trimethylbenzene	<5	ug/kg
1,3-Dichlorobenzene	<5	ug/kg
1,3-Dichloropropane	<5	ug/kg
1,4-Dichlorobenzene	<5	ug/kg
2,2-Dichloropropane	<5	ug/kg
2-Butanone	<100	ug/kg
2-Chloroethyl Vinyl Ether	<10	ug/kg
2-Chlorotoluene	<5	ug/kg
2-Hexanone	<50	ug/kg
4-Chlorotoluene	<5	ug/kg
4-Methyl-2-pentanone	<50	ug/kg
Acetone	<100	ug/kg
Benzene	<5	ug/kg
Bromobenzene	<5	ug/kg
Bromochloromethane	<5	ug/kg
Bromodichloromethane	<10	ug/kg
Bromoform	<5	ug/kg

Chemical	Result	Units
Bromomethane	<10	ug/kg
Carbon Disulfide	<10	ug/kg
Carbon Tetrachloride	<5	ug/kg
Chlorobenzene	<5	ug/kg
Chloroethane	<10	ug/kg
Chloroform	<5	ug/kg
Chloromethane	<10	ug/kg
cis-1,2-Dichloroethene	<5	ug/kg
cis-1,3-Dichloropropene	<5	ug/kg
Dibromochloromethane	<5	ug/kg
Dibromomethane	<5	ug/kg
Dichlorodifluoromethane	<10	ug/kg
Ethylbenzene	<5	ug/kg
Hexachlorobutadiene	<5	ug/kg
Isopropylbenzene	<5	ug/kg
Methylene Chloride	<10	ug/kg
n-Butylbenzene	<5	ug/kg
n-Propylbenzene	<5	ug/kg
Naphthalene	<5	ug/kg
p-Isopropyltoluene	<5	ug/kg
sec-Butylbenzene	<5	ug/kg
Styrene	<5	ug/kg
tert-Butylbenzene	<5	ug/kg
Tetrachloroethene	<5	ug/kg
Toluene	<5	ug/kg
trans-1,2-Dichloroethene	<5	ug/kg
trans-1,3-Dichloropropene	<5	ug/kg
Trichloroethene	<5	ug/kg
Trichlorofluoromethane	<5	ug/kg
Vinyl Acetate	<50	ug/kg
Vinyl Chloride	<10	ug/kg
Xylenes, Total	<10	ug/kg

Notes:

* < = Less than the reporting limit

ug/L = micrograms per liter; ug/kg = micrograms per kilogram

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**24/RMS - RAILROAD MAINTENANCE BUILDING
VOCs ANALYTICAL RESULTS
G-P Martell, California Facility**

Sample	Depth (feet bgs)	Date Sampled	Matrix
24/RMS-SSS2	2.0	2/13/97	Soil

Chemical	Result	Units	Chemical	Result	Units
1,1,1,2-Tetrachloroethane	<5	ug/kg	Bromomethane	<10	ug/kg
1,1,1-Trichloroethane	<5	ug/kg	Carbon Disulfide	<10	ug/kg
1,1,2,2-Tetrachloroethane	<5	ug/kg	Carbon Tetrachloride	<5	ug/kg
1,1,2-Trichloroethane	<5	ug/kg	Chlorobenzene	<5	ug/kg
1,1-Dichloroethane	<5	ug/kg	Chloroethane	<10	ug/kg
1,1-Dichloroethane	<5	ug/kg	Chloroform	<5	ug/kg
1,1-Dichloropropene	<5	ug/kg	Chloromethane	<10	ug/kg
1,2,3-Trichlorobenzene	<5	ug/kg	cis-1,2-Dichloroethene	<5	ug/kg
1,2,3-Trichloropropane	<5	ug/kg	cis-1,3-Dichloropropene	<5	ug/kg
1,2,4-Trichlorobenzene	<5	ug/kg	Dibromochloromethane	<5	ug/kg
1,2,4-Trimethylbenzene	<5	ug/kg	Dibromomethane	<5	ug/kg
1,2-Dibromo-3-chloroprop	<20	ug/kg	Dichlorodifluoromethane	<10	ug/kg
1,2-Dibromoethane	<5	ug/kg	Ethylbenzene	<5	ug/kg
1,2-Dichlorobenzene	<5	ug/kg	Hexachlorobutadiene	<5	ug/kg
1,2-Dichloroethane	<5	ug/kg	Isopropylbenzene	<5	ug/kg
1,2-Dichloropropane	<5	ug/kg	Methylene Chloride	<10	ug/kg
1,3,5-Trimethylbenzene	<5	ug/kg	n-Butylbenzene	<5	ug/kg
1,3-Dichlorobenzene	<5	ug/kg	n-Propylbenzene	<5	ug/kg
1,3-Dichloropropane	<5	ug/kg	Naphthalene	<5	ug/kg
1,4-Dichlorobenzene	<5	ug/kg	p-Isopropyltoluene	<5	ug/kg
2,2-Dichloropropane	<5	ug/kg	sec-Butylbenzene	<5	ug/kg
2-Butanone	<100	ug/kg	Styrene	<5	ug/kg
2-Chloroethyl Vinyl Ether	<10	ug/kg	tert-Butylbenzene	<5	ug/kg
2-Chlorotoluene	<5	ug/kg	Tetrachloroethane	<5	ug/kg
2-Hexanone	<50	ug/kg	Toluene	<5	ug/kg
4-Chlorotoluene	<5	ug/kg	trans-1,2-Dichloroethene	<5	ug/kg
4-Methyl-2-pentanone	<50	ug/kg	trans-1,3-Dichloropropene	<5	ug/kg
Acetone	300	ug/kg	Trichloroethene	<5	ug/kg
Benzene	<5	ug/kg	Trichlorofluoromethane	<5	ug/kg
Bromobenzene	<5	ug/kg	Vinyl Acetate	<50	ug/kg
Bromochloromethane	<5	ug/kg	Vinyl Chloride	<10	ug/kg
Bromodichloromethane	<10	ug/kg	Xylenes, Total	<10	ug/kg
Bromoform	<5	ug/kg			

Notes:

* < = Less than the reporting limit

ug/L = micrograms per liter; ug/kg = micrograms per kilogram

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ZUCKERT SCOUTT & RASENBERGER, L.L.P.

ATTORNEYS AT LAW

888 Seventeenth Street, NW, Washington, DC 20006-3309
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www.zsrlaw.com

SCOTT M. ZIMMERMAN

DIRECT DIAL (202) 973-7929
smzimmerman@zsrlaw.com

August 30, 2004

BY MAIL

U.S. Fish and Wildlife Service
Region 1
Eastside Federal Complex
911 NE 11th Avenue
Portland, Oregon 97232-4181

Re: Surface Transportation Board Docket No. AB-512X, *Sierra Pacific Industries – Abandonment Exemption – In Amador County, CA*; Surface Transportation Board Docket No. AB-880X, *SierraPine – Discontinuance Exemption – In Amador County, CA*.

Dear Ladies and Gentlemen:


Sierra Pacific Industries (“Sierra Pacific”) and SierraPine are planning to file a joint Petition for Exemption with the Surface Transportation Board (“STB”) on or after September 30, 2004, for Sierra Pacific to abandon, and SierraPine to discontinue operations over, approximately 12 miles of rail line located between milepost 0.0 at Ione and milepost 12.0 at Martell, in Amador County, California. A map of the proposed abandonment is enclosed.

Pursuant to the STB’s environmental regulations at 49 CFR Part 1105, we are advising you of this proposed action so that you may assist us in determining whether it is likely to adversely affect endangered or threatened species or areas designated as critical habitat.

We would appreciate your review of the proposed abandonment and any comments you may wish to offer. We would also appreciate your providing us a written response so that we can forward it to the STB.

Thank you in advance for your prompt assistance. If you have any questions regarding this matter, please contact me.

Sincerely,



Scott M. Zimmerman
*Attorney for Sierra Pacific Industries and
SierraPine*

Enclosure

ZUCKERT SCOUTT & RASENBERGER, L.L.P.

ATTORNEYS AT LAW

888 Seventeenth Street, NW, Washington, DC 20006-3309
Telephone [202] 298-8660 Fax [202] 342-0683
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SCOTT M. ZIMMERMAN

DIRECT DIAL (202) 973-7929
smzimmerman@zsrlaw.com

August 30, 2004

BY MAIL

U.S. National Park Service
Pacific West Region
One Jackson Center
1111 Jackson Street, Suite 700
Oakland, California 94607

Re: Surface Transportation Board Docket No. AB-512X, *Sierra Pacific Industries – Abandonment Exemption – In Amador County, CA*; Surface Transportation Board Docket No. AB-880X, *SierraPine – Discontinuance Exemption – In Amador County, CA*.

Dear Ladies and Gentlemen:

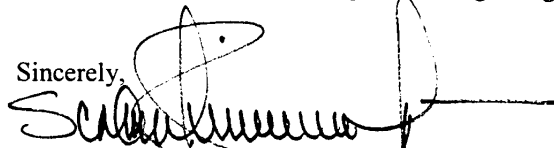
Sierra Pacific Industries (“Sierra Pacific”) and SierraPine are planning to file a joint Petition for Exemption with the Surface Transportation Board (“STB”) on or after September 30, 2004, for Sierra Pacific to abandon, and SierraPine to discontinue operations over, approximately 12 miles of rail line located between milepost 0.0 at Ione and milepost 12.0 at Martell, in Amador County, California. A map of the proposed abandonment is enclosed.

Pursuant to the STB’s environmental regulations at 49 CFR Part 1105, we are advising you of this proposed action so that you may assist us in identifying any potential effects on wildlife sanctuaries or refuges, or National or State parks or forests.

We would appreciate your review of the proposed abandonment and any comments you may wish to offer. We would also appreciate your providing us a written response so that we can forward it to the STB.

Thank you in advance for your prompt assistance. If you have any questions regarding this matter, please contact me.

Sincerely,



Scott M. Zimmerman
*Attorney for Sierra Pacific Industries and
SierraPine*

Enclosure

ZUCKERT SCOUTT & RASENBERGER, L.L.P.

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SCOTT M. ZIMMERMAN

DIRECT DIAL (202) 973-7929
smzimmerman@zsrlaw.com

August 30, 2004

BY MAIL

California State Park & Recreation Commission
P.O. Box 942896
Sacramento, CA 94296-0001

Re: Surface Transportation Board Docket No. AB-512X, *Sierra Pacific Industries – Abandonment Exemption – In Amador County, CA*; Surface Transportation Board Docket No. AB-880X, *SierraPine – Discontinuance Exemption – In Amador County, CA*.

Dear Ladies and Gentlemen:

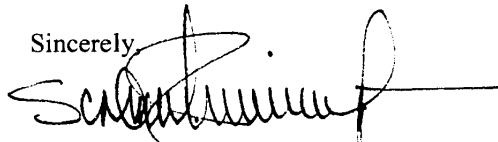
Sierra Pacific Industries ("Sierra Pacific") and SierraPine are planning to file a joint Petition for Exemption with the Surface Transportation Board ("STB") on or after September 30, 2004, for Sierra Pacific to abandon, and SierraPine to discontinue operations over, approximately 12 miles of rail line located between milepost 0.0 at Ione and milepost 12.0 at Martell, in Amador County, California. A map of the proposed abandonment is enclosed.

Pursuant to the STB's environmental regulations at 49 CFR Part 1105, we are advising you of this proposed action so that you may assist us in identifying any potential effects on wildlife sanctuaries or refuges, or National or State parks or forests.

We would appreciate your review of the proposed abandonment and any comments you may wish to offer. We would also appreciate your providing us a written response so that we can forward it to the STB.

Thank you in advance for your prompt assistance. If you have any questions regarding this matter, please contact me.

Sincerely,



Scott M. Zimmerman
*Attorney for Sierra Pacific Industries and
SierraPine*

Enclosure

ZUCKERT SCOUTT & RASENBERGER, L.L.P.

ATTORNEYS AT LAW

888 Seventeenth Street, NW, Washington, DC 20006-3509

Telephone [202] 298-8660 Fax [202] 342-0683

www.zsrlaw.com

SCOTT M. ZIMMERMAN

DIRECT DIAL (202) 973-7929
smzimmerman@zsrlaw.com

August 30, 2004

BY MAIL

U.S. Environmental Protection Agency, Region 9
75 Hawthorne Street
San Francisco, California 94105

Re: Surface Transportation Board Docket No. AB-512X, *Sierra Pacific Industries – Abandonment Exemption – In Amador County, CA*; Surface Transportation Board Docket No. AB-880X, *SierraPine – Discontinuance Exemption – In Amador County, CA*.

Dear Ladies and Gentlemen:

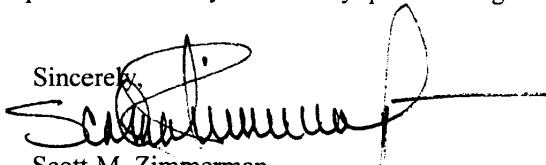
Sierra Pacific Industries ("Sierra Pacific") and SierraPine are planning to file a joint Petition for Exemption with the Surface Transportation Board ("STB") on or after September 30, 2004, for Sierra Pacific to abandon, and SierraPine to discontinue operations over, approximately 12 miles of rail line located between milepost 0.0 at Ione and milepost 12.0 at Martell, in Amador County, California. A map of the proposed abandonment is enclosed.

Pursuant to the STB's environmental regulations at 49 CFR Part 1105, we are advising you of this proposed action so that you may assist us in identifying any effects on applicable water quality standards. We also seek your assistance in determining whether the proposed abandonment is consistent with applicable federal, state or local water quality standards and whether any permits are required under Section 402 of the Clean Water Act.

We would appreciate your review of the proposed abandonment and any comments you may wish to offer. We would also appreciate your providing us a written response so that we can forward it to the STB.

Thank you in advance for your prompt assistance. If you have any questions regarding this matter, please contact me.

Sincerely,



Scott M. Zimmerman
*Attorney for Sierra Pacific Industries and
SierraPine*

Enclosure

Scott M. Zimmerman

From: Tinger.John@epamail.epa.gov
Sent: Monday, September 20, 2004 5:48 PM
To: Scott M. Zimmerman
Subject: Surface transportation board Docket N. AB-512x

Dear Mr. Zimmerman,

I understand from your letter dated August 30, 2004 that Sierra Pacific Industries will be abandoning 12 miles of rail line located between the towns of Ione and Martell in Amador County, California. I have reviewed your request for comment on determining if this action has consequences under the Clean Water Act (CWA) and if this action requires a permit under Section 402 of the Clean Water Act.

A concern that would have CWA implications would be the presence of any unmitigated spills or the presence of hazardous materials or other liquid storage containers such as fuels, solvents, oils, etc. In the absence of these materials, I do believe there are any CWA implications of this action.

Also, please be advised that any construction (or, in this case, deconstruction) involving earth-moving equipment and removal of the rail line would likely require coverage under a Section 402 stormwater construction permit, and any of this construction activity disturbing waterways or wetlands would require coverage under a Section 404 permit. However, the act of abandoning the rail line in and of itself should not have CWA implications nor require any permit under the CWA.

Sincerely,

John Tinger
Clean Water Act Standards & Permits
US Environmental Protection Agency Region IX
75 Hawthorne St.
San Francisco, CA 94127

(415) 972-3518

ZUCKERT SCOUTT & RASENBERGER, L.L.P.

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www.zsrlaw.com

SCOTT M. ZIMMERMAN

DIRECT DIAL (202) 973-7929
smzimmerman@zsrlaw.com

August 30, 2004

BY MAIL

California Environmental Protection Agency
P.O. Box 2815
Sacramento, California 95812

Re: Surface Transportation Board Docket No. AB-512X, *Sierra Pacific Industries – Abandonment Exemption – In Amador County, CA*; Surface Transportation Board Docket No. AB-880X, *SierraPine – Discontinuance Exemption – In Amador County, CA*.

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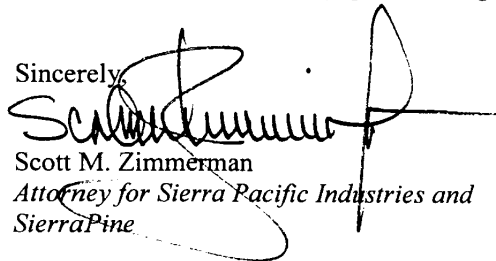
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Pursuant to the STB's environmental regulations at 49 CFR Part 1105, we are advising you of this proposed action so that you may assist us in identifying any effects on applicable water quality standards. We also seek your assistance in determining whether the proposed abandonment is consistent with applicable federal, state or local water quality standards and whether any permits are required under Section 402 of the Clean Water Act.

We would appreciate your review of the proposed abandonment and any comments you may wish to offer. We would also appreciate your providing us a written response so that we can forward it to the STB.

Thank you in advance for your prompt assistance. If you have any questions regarding this matter, please contact me.

Sincerely,



Scott M. Zimmerman
*Attorney for Sierra Pacific Industries and
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Enclosure

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SCOTT M. ZIMMERMAN

DIRECT DIAL (202) 973-7929
smzimmerman@zsrlaw.com

August 30, 2004

BY MAIL

U.S. Army Corps of Engineers
Regulatory Branch
1325 J Street, Room 1480
Sacramento, California 95814

Re: Surface Transportation Board Docket No. AB-512X, *Sierra Pacific Industries – Abandonment Exemption – In Amador County, CA*; Surface Transportation Board Docket No. AB-880X, *SierraPine – Discontinuance Exemption – In Amador County, CA*.

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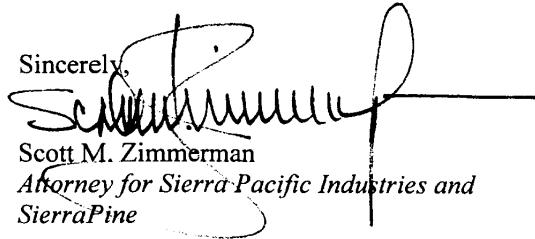
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Pursuant to the STB's environmental regulations at 49 CFR Part 1105, we are advising you of this proposed action so that you may assist us in identifying any potential effects on designated wetlands or 100-year flood plains and determining whether any permits under Section 404 of the Clean Water Act are required.

We would appreciate your review of the proposed abandonment and any comments you may wish to offer. We would also appreciate your providing us a written response so that we can forward it to the STB.

Thank you in advance for your prompt assistance. If you have any questions regarding this matter, please contact me.

Sincerely,

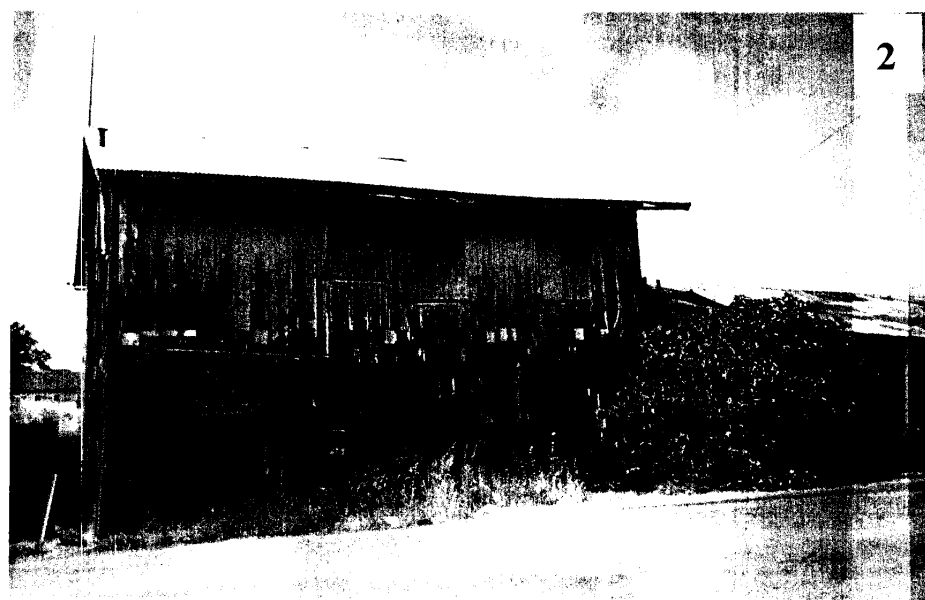


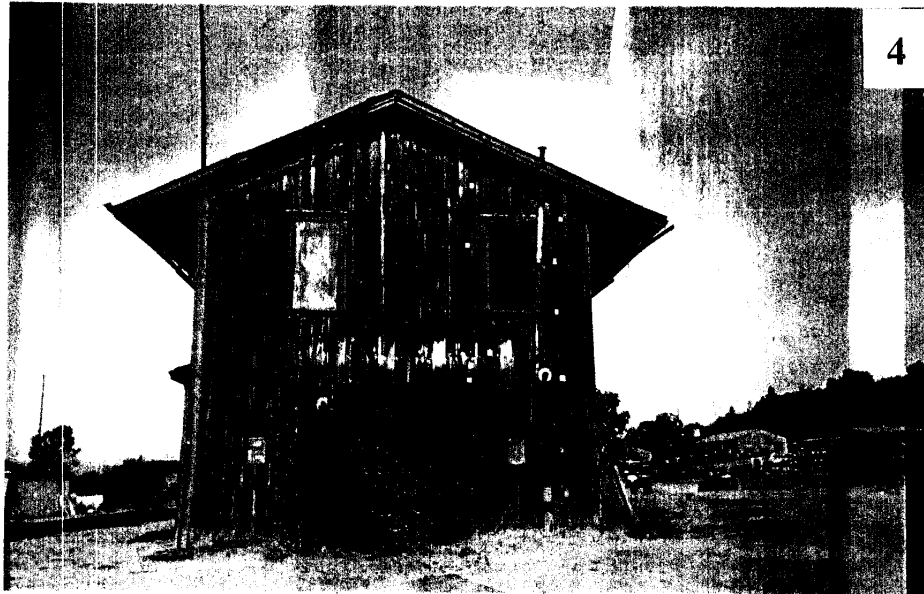
Scott M. Zimmerman
*Attorney for Sierra Pacific Industries and
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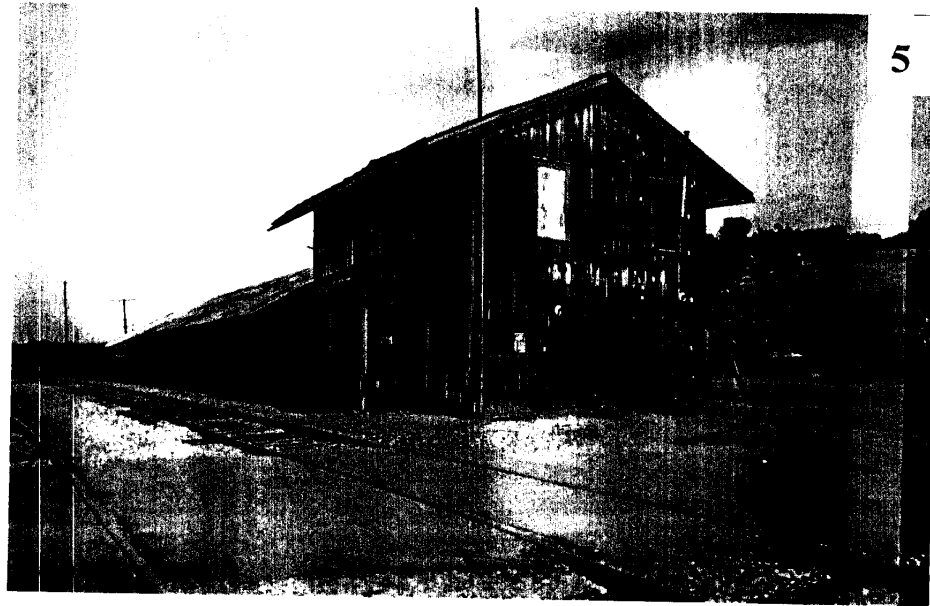
Enclosure

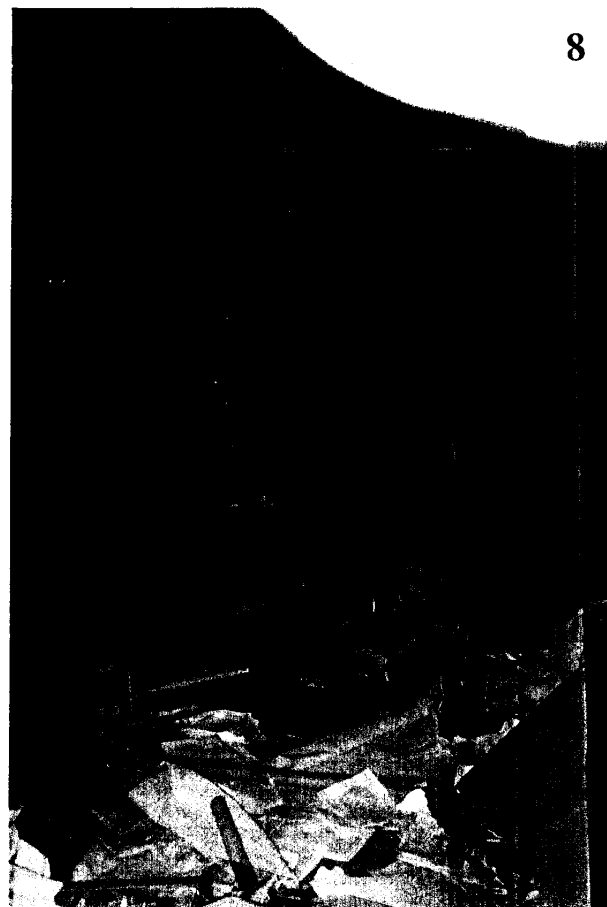
Key to Photographs

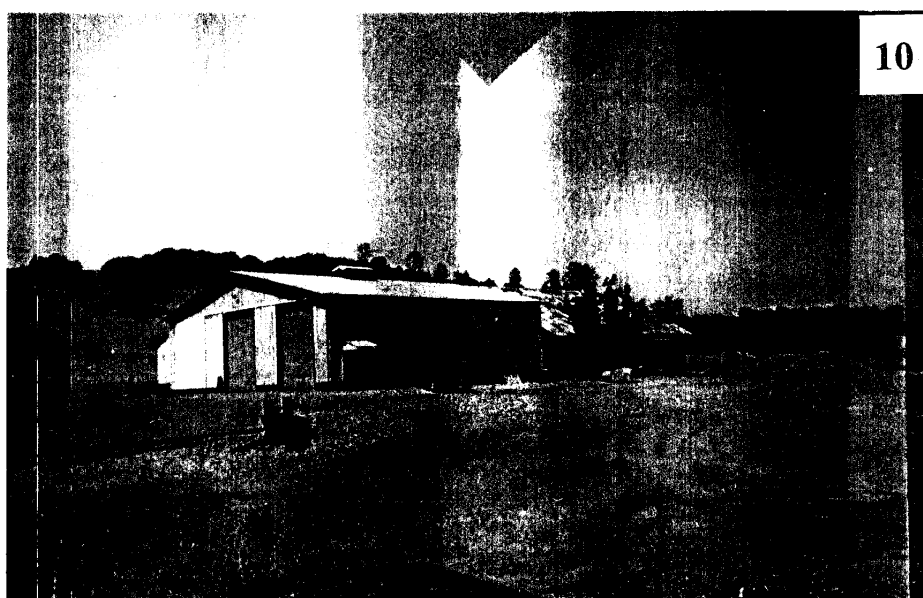
1. purchase order office (“office”) and freight shed, looking west
2. office, looking north
3. freight shed, looking north
4. office, looking east
5. office and freight shed, looking southeast
6. office and freight shed, looking southwest
7. office and freight shed, looking northwest
8. interior view of downstairs of office (upstairs is unstable and no longer safely accessible)
9. area immediately south of the roundhouse. Old scale house is on the left and the old ‘garage’ from the circa 1944 plot plan are in this view. This portion of the site is occupied by a small ready-mix and concrete block facility (private).
10. roundhouse and machine shop, looking north
11. roundhouse looking north
12. machine shop, looking north
13. machine shop, looking west
14. machine shop, looking south
15. roundhouse, looking south
16. roundhouse, looking east
17. area to the immediate north of the roundhouse
18. old turntable site with freight shed in background
19. bridge over State Route 88 at MP 3.5
20. bridge over State Route 88 at MP 3.5
21. bridge over State Route 88 at MP 3.5
22. bridge over State Route 88 at MP 3.5

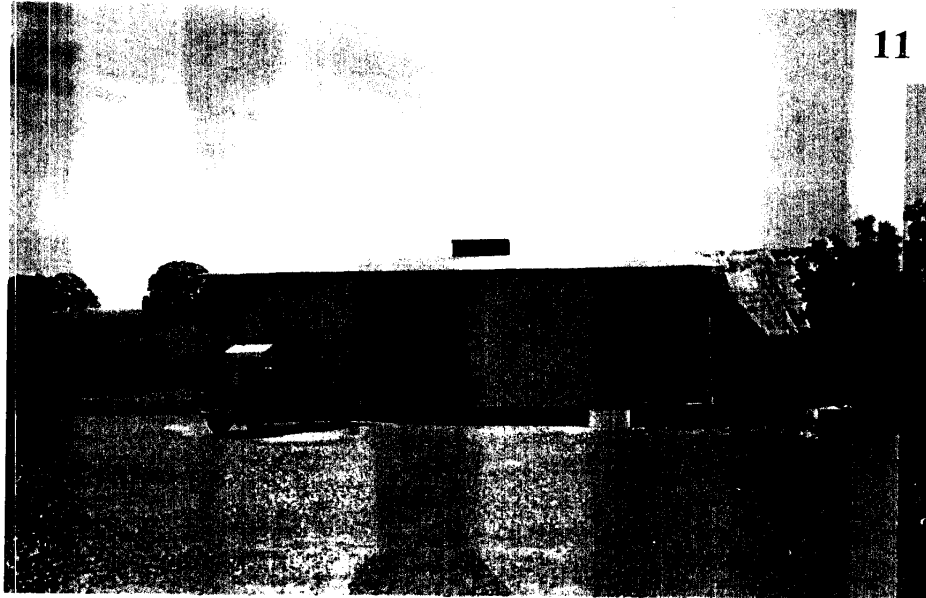










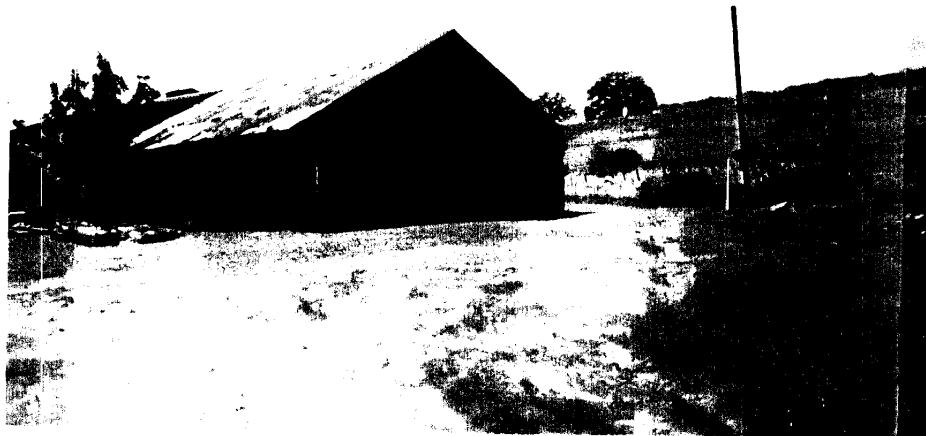


11

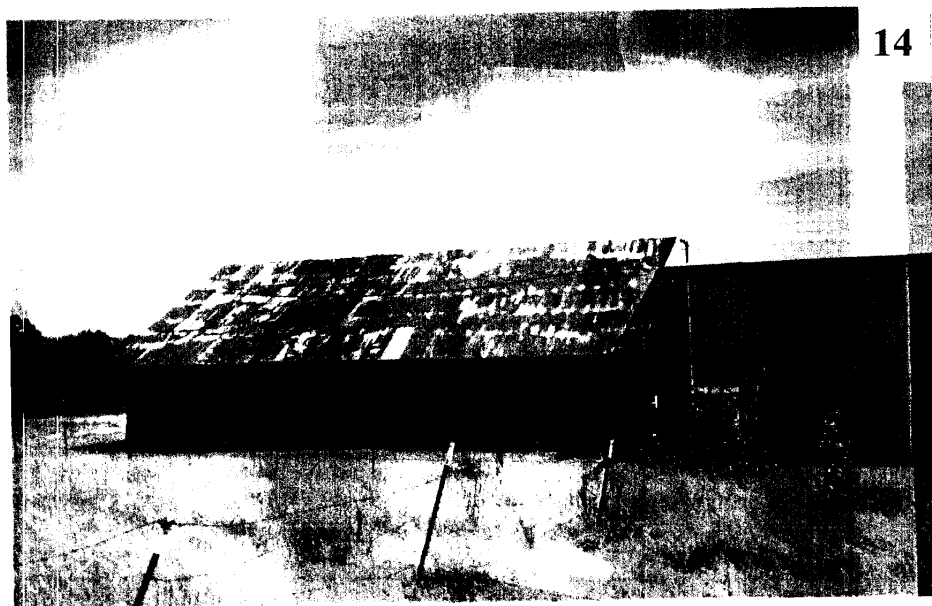


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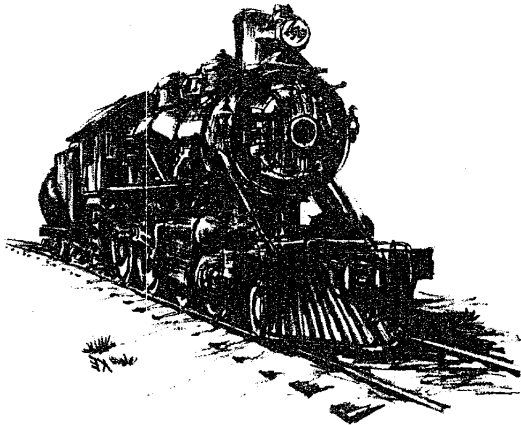
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The Western Railroader

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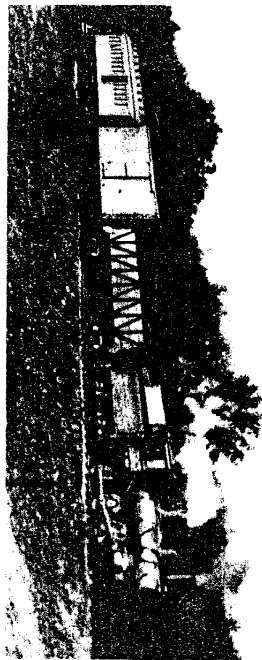
NEWS PUBLICATION - TIME VALUE



C.L. CALDWELL
R.D. 1
HANOVER, PENN. 17331

Address Correction Requested

AMADOR CENTRAL



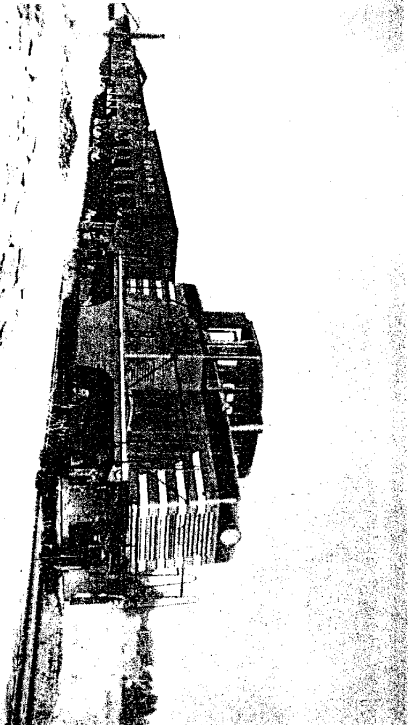
Amador Central Railroad mixed train near Ione
February 1, 1930 in a print from the
Collection of Gerald M. Best

The Western Railroader

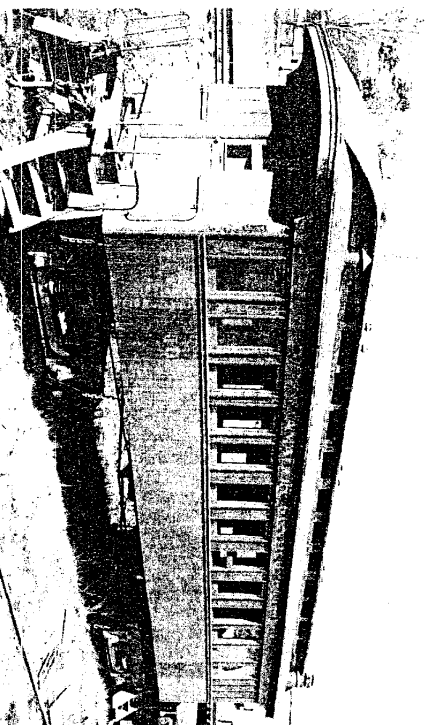
Volume 36 NOV-DEC 1973 Issue 403

RAILS TO AMADOR

Amador Central Railroad



AMADOR CENTRAL RAILROAD diesel No. 8 and a string of freight cars at Martell in 1945 by Ken Kidder.



AMADOR CENTRAL RAILROAD coach 105 at Lone station December 31, 1933 as photographed by Gerald Best.

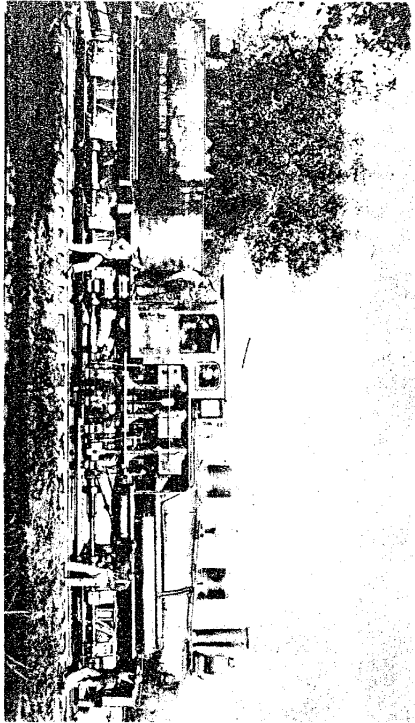
The gold fields of Amador County were an attraction to the 49'ers and those that followed. The Big Four organized the Amador Branch Railroad July 3, 1875 to build a railroad from Galt on their Sacramento-Stockton line to Lone, 27.2 miles. It was operated by the Central Pacific from December 3, 1876 until April 1, 1885, and by the Southern Pacific until May 15, 1888 when the Amador Branch Railroad was consolidated into the Northern Railway and eventually into the Southern Pacific. The Amador Branch Railroad had no locomotives under its own name as equipment was supplied by the Central Pacific and Southern Pacific.

There remained the need for transportation to Jackson and Amador City as mountain roads became impassable during inclement weather. In 1906 the Lone & Eastern was organized to make the climb into the hills. The 12 miles by railroad to Martell contains a hundred curves and 4% grade and a rise in elevation of 1100 feet.

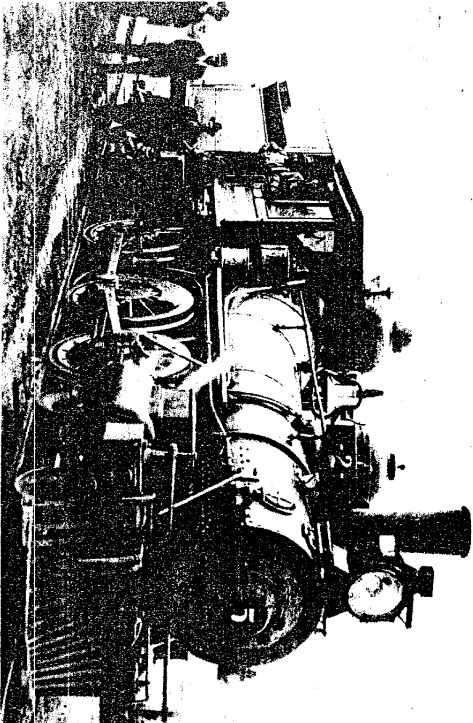
The promoters hired Charles Erickson as the tractor but were unable to pay on the bonds issued to him for his work and in 1909 the company failed. Erickson formed the Amador Central Railroad September 24, 1908, and the following year took over the railroad from the Lone & Eastern.

The original 4-4-0 of the Lone & Eastern purchased from the California & Northeastern was supplemented by two shays and an old 0-6-0 brought to the property by Erickson. In 1910 a Southern Pacific 4-6-0, already 35 years old, was acquired and old No. 1 was retired.

In the early days of the Lone & Eastern the major shipments consisted of gold ore coming out of the county to concentrates coming in. Later major shipments shifted to concentrates from the mines on their way to the smelter at Selby and firebrick from the pits near Lone. The railroad had passenger service daily with joint excursions with the Southern Pacific to Oakland Pier on Sundays and holidays.



IONE & EASTERN RAILROAD engine No. 2 built by Lima in 1904 for Charles Erickson, contractor for the Ione & Eastern, and later owner of the Amador Central R.R..
From the Collection of Ken Kidder



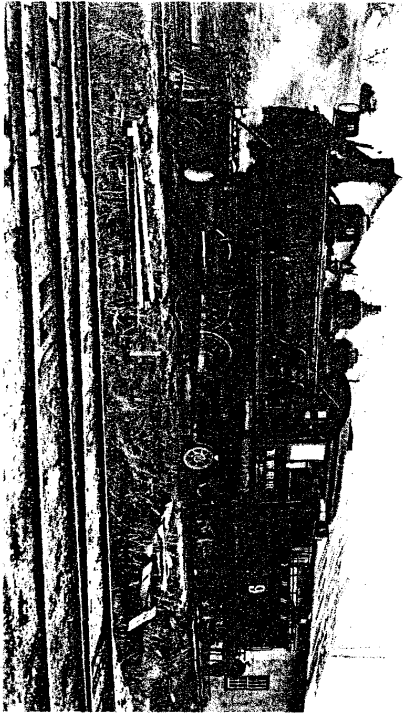
AMADOR CENTRAL RAILROAD engine No. 5 shortly after being acquired from Southern Pacific 2023 and still with the S.P. train number box. From the collection of Gerald M. Best



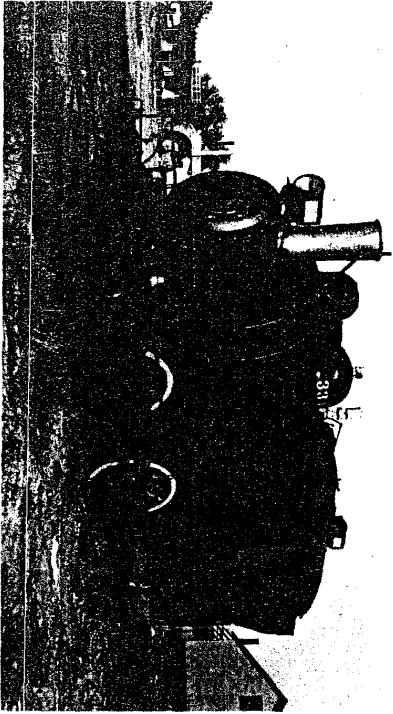
Early in 1939 in front of the engine house at Martell engine 6 is under steam while engine 7, still lettered McCloud River Railroad 8, awaits repainting in a photograph by Jack Gibson.



Another view of the Amador Central freight of June 26, 1945 on a trestle as photographed by Ken Kidder.



"AMADOR CENTRAL RAILROAD" engine "No. 9" in service at Martell on February 18, 1945 from the collection of Philip C. Johnson still lettered Yreka Western.



"AMADOR CENTRAL RAILROAD" engine "No. 334" at Ione in 1939 during its brief switching chores at the fire brick yard as photographed by Jack Gibson.

The first five years of operation under Erickson were not too favorable. A 5% return was earned on a valuation of some \$38500.00 computed by the Railroad Commission. The Commission noted that a new engine was needed and soon after engine No. 6, 2-6-2, was acquired from the Klamath Lake Railroad.

The Erickson family continued in control with Meta J. Erickson, widow of Charles Erickson taking over as President. As the depression of the early 1930's hit, the Amador Central sought and was given authorization to discontinue mixed train service on December 10, 1932. Business did not improve and by 1938 the management applied for abandonment of the line. The State Railroad commission granted abandonment by order made November 5, 1938. While the ICC was still considering the petition a group of Amador County business men got together to reorganize the line.

The new management was composed of small shippers including the firebrick company near Ione and the lumber yard at Jackson. The abandonment was dropped and an engine, No. 7, 2-6-2, was purchased from the McCloud River Railroad. In 1940 the Amador Lumber Company built a new big lumber mill at Martell later to become the Winton Lumber Company.

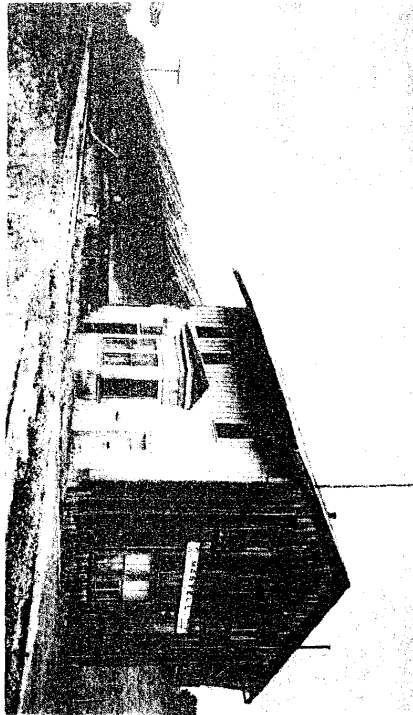
The new owners under General Manager George Hark proceeded to improve the property with the engines being brought up to top shape in the shops at Martell. Three tank engines from the Nevada Consolidated Copper were rebuilt at the shops for resale... numbers 331, 334 and 335. When a large fire broke out on the line the 334 was loaded on a truck and moved to Ione to do the switching between the fire-brick plant and Ione.

World War II saw the 18 to 22 cars of mine concentrates dwindle to 3 or 4, but fire brick and lumber shipments rose. Extra revenue came as engine No. 6 was leased out to the Napa Valley Electric to haul war shipments into Mare Island.

At the end of the war, the Winton Lumber Company decided to take-over and bought up all outstanding stock and bonds as of December 31, 1945. The new owner advanced funds for a new diesel... Number 8, a 44-ton General Electric unit.

Steam engines 5 and 6 were retired at this time and scrapped. First No. "9", 2-6-2, from the Yreka Western purchased on speculation and used only briefly without re-lettering was sold to the Nezperce & Idaho Railway. Engine 7 was retained as a back-up, but was donated in 1960 to the City of Ione for display.

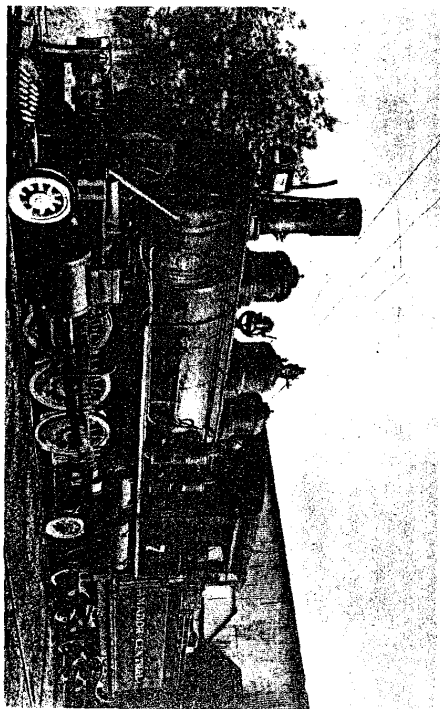
In 1964 the Winton interests were purchased by the American Forest Products Corporation. The following year a 120-ton Baldwin Diesel was purchased, but it proved much too heavy for the track. Following the renewals and track work, the new engine went into train service and in mid-1972 another 120-ton Baldwin was purchased.



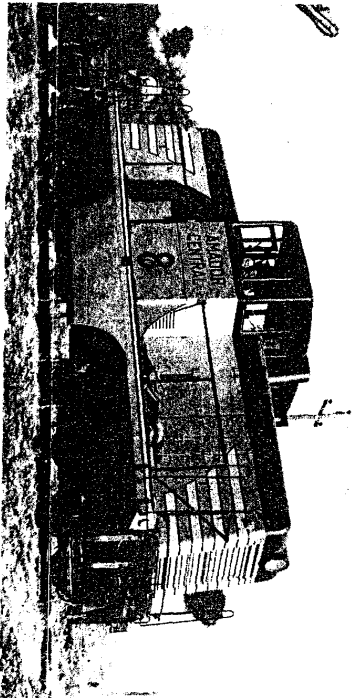
AMADOR CENTRAL RAILROAD station and freight shed at Martell as photographed in 1945 by Ken Kidder.



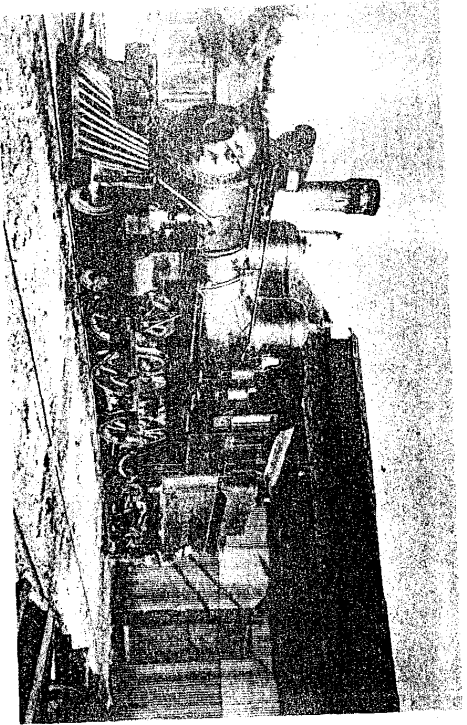
AMADOR CENTRAL RAILROAD engine house at Martell as photographed in July, 1939 by Jack Gibson.



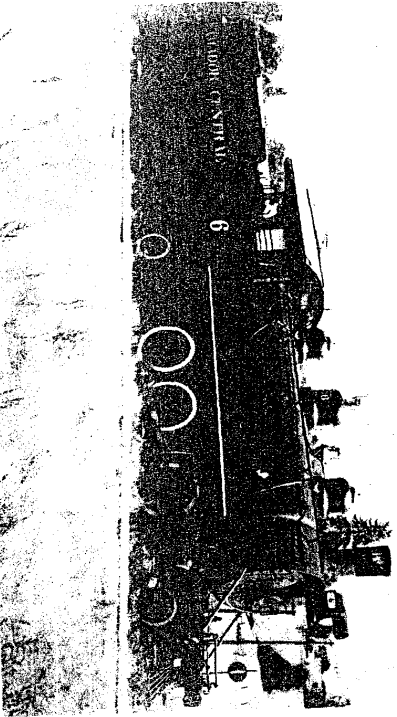
AMADOR CENTRAL RAILROAD engine No. 7 posed in front of the engine house at Martell, September 5, 1941 as photographed by Eric Haldkjar



AMADOR CENTRAL RAILROAD's first diesel No. 8 switching with a work crew setting out rails at Martell on August 11, 1945 in photograph by Al Rose.

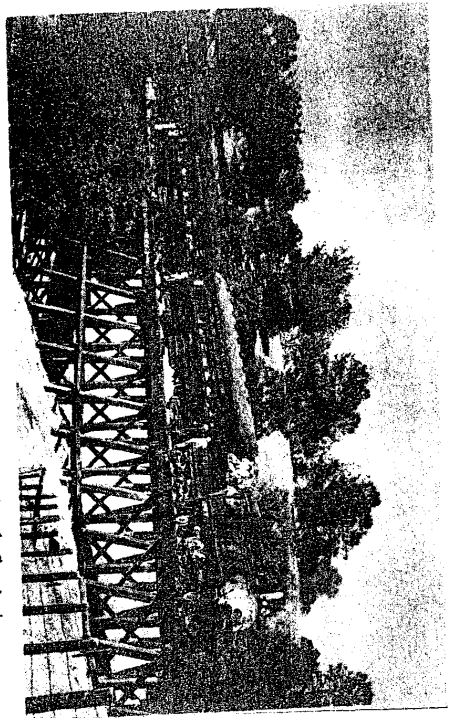


AMADOR CENTRAL RAILROAD engine No. 5 posed at Martell
October 12, 1937 in front of the engine house pictured
by Jack Gibson



AMADOR CENTRAL RAILROAD engine No. 6 switching the
yard at Martell in July, 1937 as photographed by
John P. Carrick

The Western Railroader • Page Ten



The California-Nevada Railroad Historical Society
railfan excursion on the Amador Central Railroad,
May 16, 1948, with engine No. 7 and S.P. coaches.
Photographed by Larry Harrison

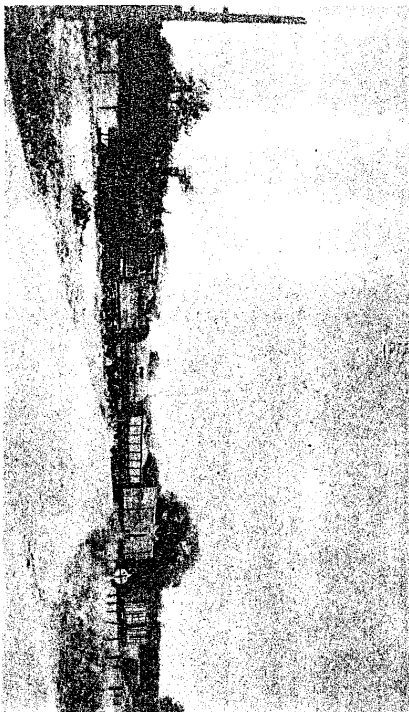


Another view of the CNRHS railfan excursion of May 16,
1948, with Amador Central diesel No. 8 cut-in to assist
steamer No. 7 to haul the 5-car train up the grades.

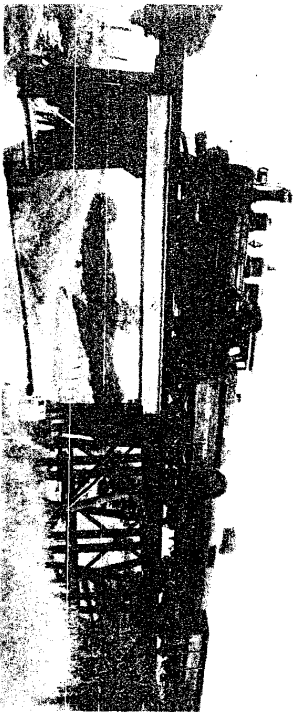
The Western Railroader • Page Seven

Roster of Locomotives

AMADOR CENTRAL RAILROAD



An action view of a 7-car Amador Central freight train photographed by Ken Kidder on June 26, 1945.



Amador Central freight engine 7 on the highway overpass in an action view by Ken Kidder.

No.	Type	Builder	Serial	Date	Cylinders	Drivers	Weight
1	4-4-0	PORTLAND	#382	6/1881	17x24	60	
		Built as Northern Pacific #205, later N.P. 885, to California Northwestern #1, Acquired by A.C. in 1909. Retired about 1910.					
2	Shay 3T	LIMA	#867	12/1904	12x15	36	65 ton
		Built for Charles Erickson, contractor. Sold about 1912 to Metropolitan Redwood Company #2. Scrapped 16/1942.					
3	Shay 2T	LIMA	#976	3/1905	11x12	32	45 ton
		Built for Charles Erickson. Sold to Great Western Power Co., Plumas, CA. 10/1920 #3 scrapped.					
4	0-6-0	MCKAY & ALDUS	1866		18x24	57	
		Built as a 1-6-0 as Central Pacific #11 to Southern Pacific 1591, rebuilt Sacramento Shops in 1896 to 0-6-0, S.P. 10551 Acquired by A.C. 1909. Sold about 1917 to Stone & Webster #10 at Big Creek Project. To Modesto & Empire Traction Company #2 scrapped.					
5	4-6-0	SCHENECTADY	#981	5/1875	18x24	57	
		Built as Central Pacific 1891 to Southern Pacific 1524 and S.P. 20231, purchased by A.C. 3/28/1910. Scrapped in 1945.					
6	2-6-2	BALDWIN	#27686	3/1906	17x24	44	
		Built as Klamath Lake Railroad #11, Purchased about 1912, leased to Napa Valley Electric during World War II, Scrapped in 1945.					
7	2-6-2	BALDWIN	#18595	1/1901	16x24	44	
		Built as McCloud River Railroad #9, purchased by A.C. in 1939. To display at Ione on 9/13/1960.					
8	B-B	G.E.	#27980	5/194	380 h.p.	44 ton	
9	2-6-2	BALDWIN	#18596	1/1901	16x24	44	
		Built as McCloud River Railroad #9, to Yreka Western #9, acquired by A.C. in 1941. Sold 1946 to Nezperce & Idaho Railroad #9, to the Mid-Continental Museum in 1965.					
9	B-B	BALDWIN	#75032	5/1951	1200 h.p.	120 ton	
		Built as Sharon Steel Co. #91. Purchased by A.C. 9/1965.					
10	B-B	BALDWIN	1/1952	1200 h.p.	120 ton		
		Built as Texas & New Orleans R.R. #1051 to Southern Pacific 2121, purchased by A.C. via Chrome Cramshaft Company 6/1972.					

Credits: Compiled from notes from Gerald M. Best, Bob Lowry, Douglas S. Richter and Joseph A. Stronach.

ZUCKERT SCOUTT & RASENBERGER, L.L.P.

ATTORNEYS AT LAW

888 Seventeenth Street, NW, Washington, DC 20006-3309
Telephone [202] 298-8660 Fax [202] 342-0683
www.zsrlaw.com

SCOTT M. ZIMMERMAN

DIRECT DIAL (202) 973-7929
smzimmerman@zsrlaw.com

August 30, 2004

BY MAIL

Office of Historic Preservation
Department of Parks and Recreation
P.O. Box 942896
Sacramento, California 94296-0001

Re: Surface Transportation Board Docket No. AB-512X, *Sierra Pacific Industries – Abandonment Exemption – In Amador County, CA*; Surface Transportation Board Docket No. AB-880X, *SierraPine – Discontinuance Exemption – In Amador County, CA*.

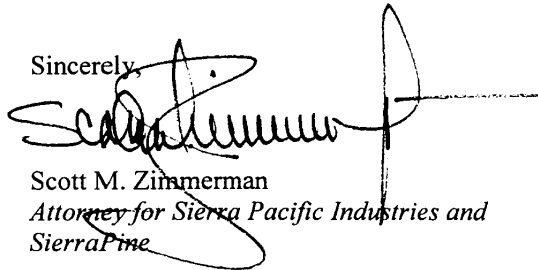
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Pursuant to the STB's environmental regulations at 49 CFR Part 1105, we are advising you of this proposed action so that you may provide any comments you may wish to offer with respect to the presence of any archeological resources or historical properties in the project area. Should you wish to comment, please provide us with a written response so that we can forward it to the STB.

Thank you in advance for your prompt assistance. If you have any questions regarding this matter, please contact me.

Sincerely,



Scott M. Zimmerman
*Attorney for Sierra Pacific Industries and
SierraPine*

Enclosure

ZUCKERT SCOUTT & RASENBERGER, L.L.P.

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DIRECT DIAL (202) 973-7929
smzimmerman@zsrlaw.com

August 30, 2004

BY MAIL

Amador County Historical Society
12200-A Airport Rd.
Jackson, California 95642

Re: Surface Transportation Board Docket No. AB-512X, *Sierra Pacific Industries – Abandonment Exemption – In Amador County, CA*; Surface Transportation Board Docket No. AB-880X, *SierraPine – Discontinuance Exemption – In Amador County, CA*.

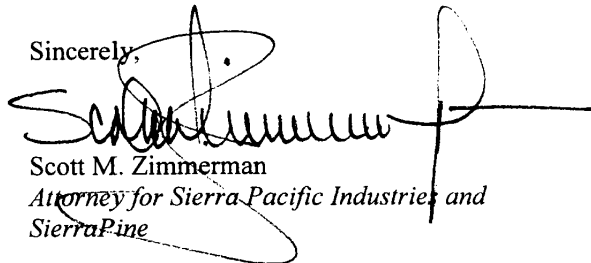
Dear Ladies and Gentlemen:

Sierra Pacific Industries ("Sierra Pacific") and SierraPine are planning to file a joint Petition for Exemption with the Surface Transportation Board ("STB") on or after September 30, 2004, for Sierra Pacific to abandon, and SierraPine to discontinue operations over, approximately 12 miles of rail line located between milepost 0.0 at Ione and milepost 12.0 at Martell, in Amador County, California. A map of the proposed abandonment is enclosed.

Pursuant to the STB's environmental regulations at 49 CFR Part 1105, we are advising you of this proposed action so that you may provide any comments you may wish to offer with respect to the presence of any archeological resources or historical properties in the project area. Should you wish to comment, please provide us with a written response so that we can forward it to the STB.

Thank you in advance for your prompt assistance. If you have any questions regarding this matter, please contact me.

Sincerely,



Scott M. Zimmerman
*Attorney for Sierra Pacific Industries and
SierraPine*

Enclosure



Jackson 1858

Amador County Archives

Mail: 500 Argonaut Lane, Jackson, CA, 95642 ♦ Larry Cenotto, Archivist
PHONE 209-223-6389, -6840 ♦ EMAIL ARCHIVES@CO.AMADOR.CA.US

In Amador County's Sesquicentennial Year

2 September 2004

Scott Zimmerman
Zuckert, Scoutt & Rasenberger, L.L.P.
Attorney's at Law
888 Seventeenth Street, NW, Washington, DC 20006-3309

RE: Surface Transportation Board docket No. AB-512-X, *Sierra Pacific Industries – Abandonment Exemption – in Amador County, CA*; Surface Transportation Board Docket No. AB-880X, *Sierra Pine – Discontinuance Exemption – In Amador County, CA*.

Dear Mr. Zimmerman,

This correspondence is a reply to your inquiry to the Amador County Historical Society regarding comments in regards to archaeological resources and historic properties along the rail line between Ione and Martell in Amador County, California. The Historical Society does not normally respond to such requests, and, since this inquiry was mailed to the address for the Amador County Archives, we are responding.

The rail line itself and associated features, such as the Martell Lumber Mill Site and the Ione Rail Depot site are considered to be historic archaeological sites. I am not sure what your designated APE is for the proposed project, however, along this rail line, within ¼ - ½ mile on either side of the alignment are numerous known historic residences, historic mining sites, historic roadways, and possibly unknown historic and/or prehistoric cultural resources. It is our recommendation that should you anticipate this project to have any physical and/or visual impact to these known resources or any unknown resources that may be located within the APE, you contact a qualified archaeologist to complete an appropriate study.

The Amador County Archives does not maintain a complete inventory of cultural sites within the County boundaries; however, we do have information on some of the previously recorded sites, those sites on the National Register of Historic Places, California State Historic Landmarks, and locally designated historic landmarks, and other historic resources which have not yet been recorded and evaluated.

You may also wish to contact the North Central Information Center of the California (NCIC) Historical Resources Inventory. You can contact them through the California Office of Historic Preservation. The NCIC maintains detailed files on all previously recorded prehistoric and historic archaeological sites and previous cultural resource studies within Amador County. In addition, they may be able to provide you with copies of these studies to determine which, if any of the above mentioned cultural sites have been recorded and evaluated for inclusion into the National Register of Historic Places.

I hope this response has been of some assistance to you. Please do not hesitate to contact us in the future should you have further questions regarding the project.

Sincerely,



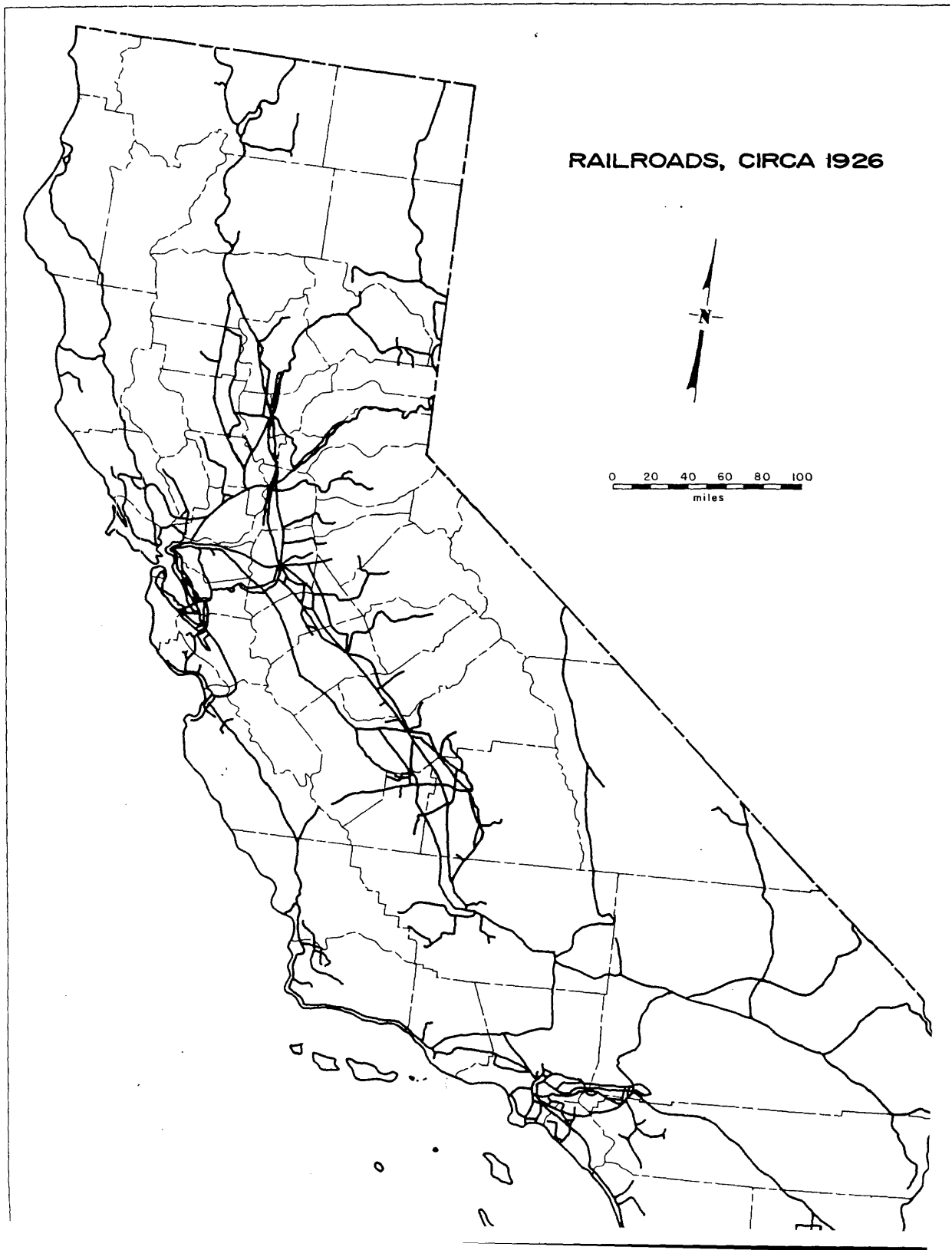
Deborah C. Cook

Assistant Archivist

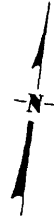
HISTORICAL ATLAS OF CALIFORNIA

by
Warren A. Beck
and
Ynez D. Haase





RAILROADS, CIRCA 1926



0 20 40 60 80 100
miles

68. RAILROADS

THE IMMENSE SIZE of California and the lack of navigable rivers, together with its remoteness from the other population centers of the nation, combined to make railroads vital to the state's development. In the years since statehood, some 200 railroads have been constructed and operated, and more than 4,000 have been chartered. Many communities flourished or vanished in direct proportion to their ability to provide a transportation link via rails with the outside world. While historians have stressed the more glamorous role of the transcontinental railroads, the local "one engine—one man" lines were indispensable to the economy of many towns.

Since Sacramento had emerged as the stagecoach and express center of the state, it was natural that it should be the first railroad center. The state's first railroad was the modest Sacramento Valley line from the capitol to Folsom. Only 22 miles long, it substantially reduced the cost of freighting to the mines. The San Francisco and San Jose, a paper promotion since 1852 (as were many California railroads), began service in 1864. In Southern California a line connected Wilmington's port facility to Los Angeles in the Civil War period.

But most Californians were far more concerned with the construction of a transcontinental railroad than with local lines. The gold rush triggered a rapid migration into the state, necessitating a more effective link with the rest of the nation than the long, costly, and hazardous sea or overland journeys. However, bitter sectional rivalry between North and South over the location of the route in the 1850's delayed action by Congress until 1862. Theodore Judah, who had been chief engineer of the Sacramento Valley Railroad, charted the railroad route through the seemingly impassable Sierra Nevada. The actual building and control of the railroad became the responsibility of four Sacramento merchants: Leland Stanford, Charles Crocker, Collis Huntington, and Mark Hopkins. The transcontinental line was completed in 1869 (but it was 1876 before Los Angeles was linked by rail). Because the rugged terrain caused high construc-

tion costs, many sizable towns were slow to receive rail service.

Mergers reduced the number of operating roads from the very beginning of the railroad era. However, since 1926 passenger traffic in the state has rapidly declined, along with the railroad mileage operated in California.

RAILROAD MILEAGE OPERATED IN CALIFORNIA DECEMBER 31, 1971

	WITHIN STATE
<i>Class I Line-Haul Railroads:</i>	
Atchison, Topeka & Santa Fe System	1,507
Burlington Northern	100
Northwestern Pacific RR	324
Southern Pacific Co.	4,174
Union Pacific RR	351
Western Pacific RR	580
Total Class I	7,036
<i>Class II Line-Haul Railroads:</i>	
Almanor RR	13
Amador Central RR	12
Arcata & Mad River RR	8
California Western RR	40
Camino, Placerville & Lake Tahoe RR	8
Central California Traction Co.	53
Holton Inter-Urban Ry.	10
McCloud River RR	94
Petaluma & Santa Rosa RR	30
Quincy RR	5
Sacramento Northern Ry.	343
San Diego & Arizona Eastern Ry.	136
Santa Maria Valley RR	18
Sierra RR	56
Stockton Terminal & Eastern RR	14
Sunset Ry.	46
Tidewater Southern Ry.	57
Trona Ry.	31
Ventura County Ry.	11
Visalia Electric RR	34
Yreka Western RR	9
Total Class II	1,028
Total Class I and II	8,064